

DEC 5 '41

ATLANTIC FISHERMAN

VOL. XXII

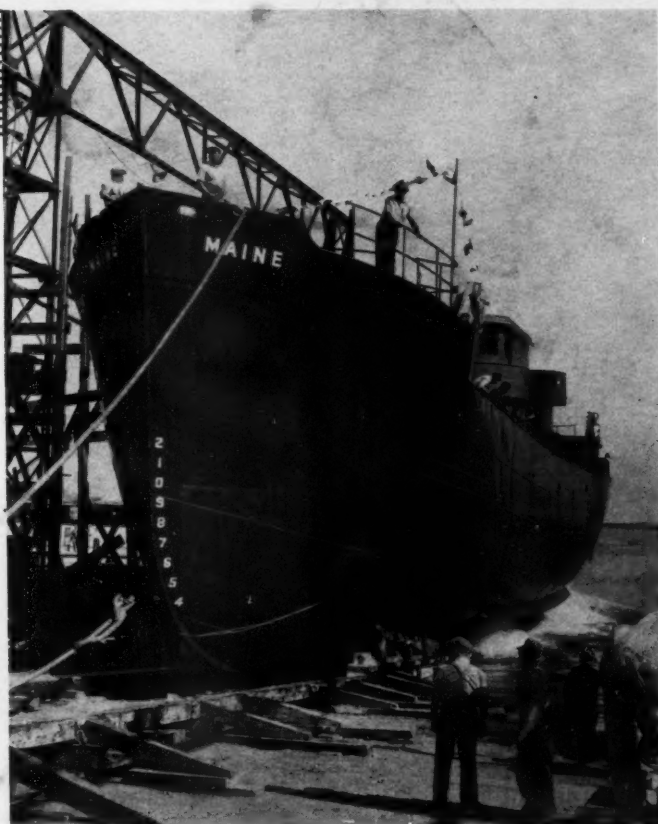
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NOVEMBER, 1941

NO. 10

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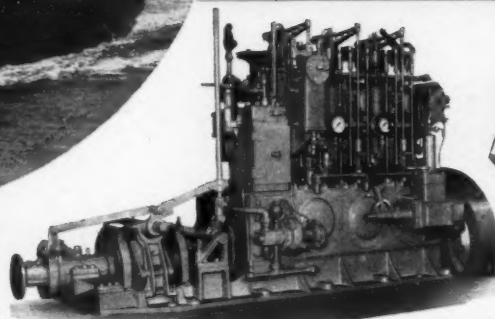
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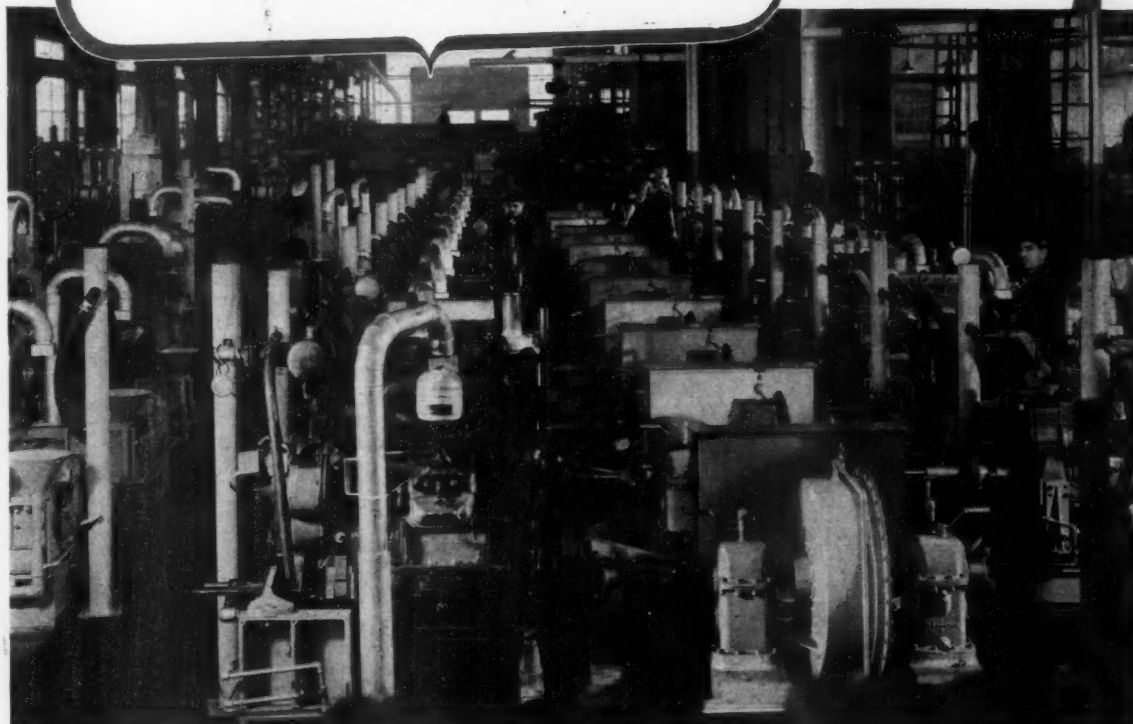
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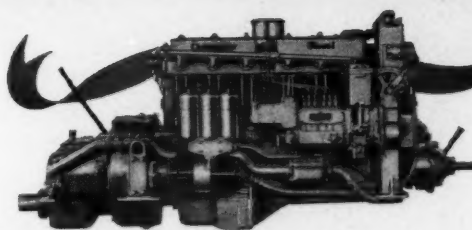


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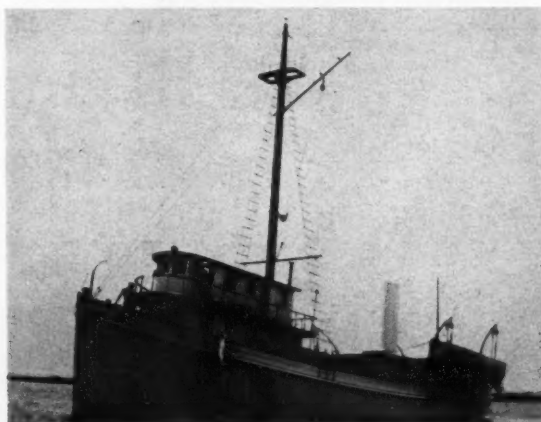
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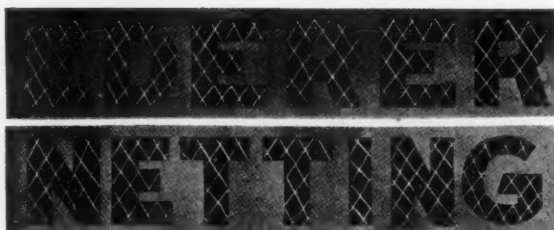
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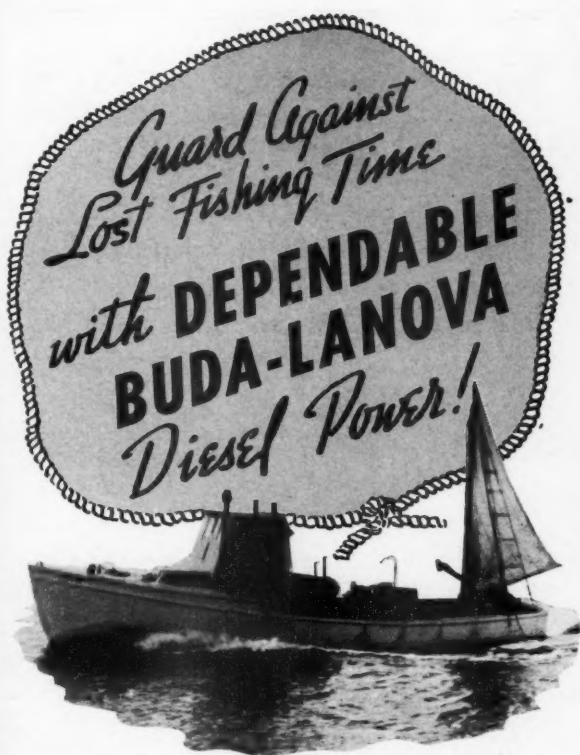
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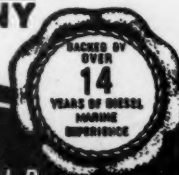
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Illustrated above is the "A.I.&M.", 38 ft. lobster fishing boat owned by Capt. L. E. Ames of Vinalhaven, Me., powered with a 6 cyl. Buda-Lanova Diesel Engine turning a 26" x 16" propeller through a 2½ to 1 reduction gear.

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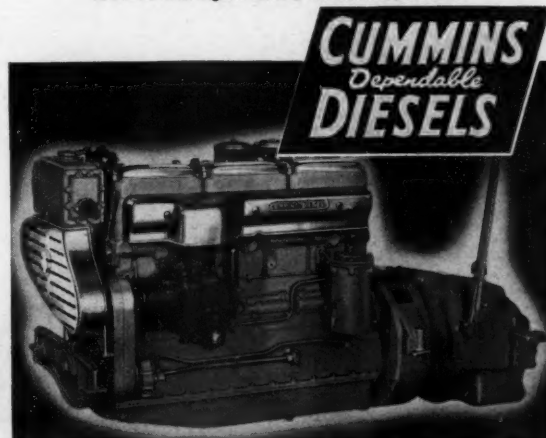
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ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.

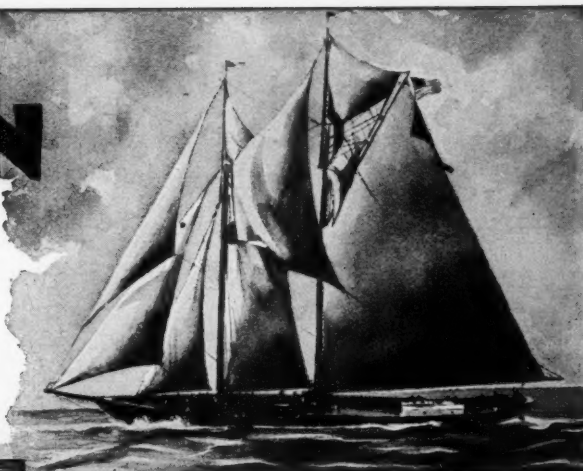
P. G. LAMSON, *Publisher*

GARDNER LAMSON, *Editor*

10 cents a copy \$1.00 a year

Entered as Second Class Matter February, 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Covering the Production and Processing of Fish and Shell-fish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



VOL. XXII

NOVEMBER 1941

NO 10

Safety of Life at Sea and the Fishing Industry

E. H. Cooley, of the Massachusetts Fisheries Association, Discusses Bill HR 3254

WE believe that every reasonable provision for safety of life at sea should be adopted for the industry and applied to it in all of its branches and for all of its boats.

All provisions respecting equipment and safety of life at sea, to be effective, must be practical and applicable to the different branches of the fishing industry, therefore it is necessary to consider the various items of this bill in connection with the conditions existing in plants where such proposed equipment would necessarily be manufactured and also the possibilities of either securing the equipment or the installation thereof under the existing wartime economy.

The proposal to limit the provisions of this bill to boats of over fifty gross tons is but to limit the effectiveness of life-saving legislation. The proposal to limit its provisions to vessels fishing more than twenty miles off shore is likewise an unfair limitation, particularly when statistics prove that by far the lowest loss of life in the fishing industry is on that group of boats which do fish more than twenty miles from shore, and when boats fishing more than twenty miles from shore are today in most instances either under the Government inspection service or under the American Bureau of Shipping.

There should be but one purpose in connection with this proposed legislation, and that is the safeguarding of life, and if it be wise or humane to safeguard the life of one fisherman, it certainly should be equally wise and humane to safeguard the lives of all fishermen, clearly establishing the false and unfair basis on which any provision for division of the fleet is based.

The provision relative to fifteen gross tons or more is basically, therefore, wrong. If it be true that different equipment is needed on different sized boats, then there should be definite provisions so that applicable equipment and methods to safeguard life should apply to each type of boat and legislation should so provide.

Many provisions of this bill are applicable only to certain sized boats and impossible of application to other sized boats.

An analysis of the hazards of the fishing industry proves beyond a doubt that the modern industry is today one of low hazard, as indicated by the North Atlantic Fishing Industry, which today builds only the modern type of trawler, which by competent actuarial survey is shown to have less hazard in its operation than such industries as the manufacture of shoes, the textile industry, etc., on shore. Therefore the figures of loss of life over the first 300 years or any other period of the development of this industry are not relevant or pertinent to this particular subject.

As a matter of fact, those lives, the lives in recent years,

and in fact, the loss of life today, is due to the old type of equipment, which is practically obsolete. New construction in no instance is of this type.

The modern trawler is amply powered to run on a schedule as definite as that used by passenger and freight lines. Adequate accommodations are provided for all men aboard and the record demonstrates the efficacy and adequacy of life saving equipment.

In Section 2, the provision as written is so defined that it would be impossible to comply with it. In the first place, naval architects and authorities on shipbuilding state that it is utterly impossible to maintain a watertight bulkhead in a wooden ship. Also the provision that the ship shall remain afloat with any one compartment open to the sea is likewise impractical, for the consensus is that any modern trawler with its engine room filled with water could not remain afloat, under average conditions at sea. These are work ships and there is no record of any one of these modern boats ever having been lost at sea because of a flooded hold or engine room, nor would the provisions of this bill have saved a single life that has been lost from a modern trawler.

It would be impossible to operate the fishing fleet under the provisions of Section 2 as proposed in the bill, in view of the fact that to keep the boat afloat with only one compartment open to the sea, there would necessarily be so many cross bulkheads on a fishing boat that the cost of handling the trip and the necessary work connected therewith would make the operation of the industry economically impractical. It is, therefore, very essential that no such provisions be written as law, but that the bulkhead construction shall be in accordance with the design of the vessel, which design must necessarily be governed by the conditions and economies of the industry.

To install bulkheads on thousands of the existing boats would be but to weaken them, if such bulkheads were effective. The necessity of cutting through the inner lining of the hull in order to install properly the bulkhead would cause such installation actually to weaken the boat, and increase the hazards to the fishermen rather than to remove hazards; hence this would in itself defeat the purposes which must promote any such legislation.

Any adequate survey of shipbuilding and repair conditions today will clearly demonstrate the fact that the provisions of this bill would tie up half of the fishing fleet of this nation, not for a few months, but it is doubtful if any of these boats can be altered within a period of a year or more. This would still further add to the cost, as all materials are rising in price, and the cost of labor is increasing.

Oysters Are Beset by a Host of Mortal Enemies

**These include Crabs, Drills, Mollusks
Starfish, Conchs, Mussels and Borers**

THE common commercial crab of the Atlantic and Gulf coasts is harvested in large quantities chiefly in the extensive bays and estuaries of our coast. Crabs are carnivorous and are attracted to such bait as scraps of meat or fish. It has long been known that an oyster bed is one of the most favorable localities for catching crabs, but the reason for this has not been clear. It is true, no doubt, that smaller organisms, such as worms and sea slugs, find some protection beneath the oyster shells, and that crabs are able to move the oysters and feed on the otherwise unprotected, soft-bodied organisms.

Experiments carried on at the Fisheries Biological Laboratory of the U. S. Fish and Wildlife Service, near Pensacola, Florida, indicate, according to A. E. Hopkins, that the crab is an active predator on oysters and must be considered as one of the important enemies of the oyster population. The experiments were carried on in large outdoor concrete tanks, 15 ft. by 30 ft., which were provided with a continuous flow of fresh sea water. Several bushels of healthy oysters, both adult and young, were placed in the tanks and then several adult commercial crabs introduced.

Within the first day several empty oyster shells were noticed and each day thereafter more and more oyster meats disappeared from their protective shells. During Summer weather the destruction of oysters amounted to one oyster every two days for each crab. During October when the water was cooler and the crabs not so active, each crab ate an oyster every three days, on the average. In bodies of water where crabs are very numerous it is obvious that they offer a real hazard to the oyster crop.

It is not yet completely certain just how a crab is able to remove the oyster meat, for the crab's claws are not strong enough to crush the hard shell of an adult oyster. However, they occasionally crush the thin shells of young oysters, one to two inches in diameter, and eat the meat. In two cases crabs were directly observed in the act of opening oysters and it appears that the crabs succeed by reason of their speed of action and skill in manipulation of fins and claws. When an oyster is feeding its shells are open an eighth to a quarter inch at the bill end. Apparently the crab inserts the tip end of one of its large claws between the shells and the oyster closes the shells tightly on it. Then, using the claw as a lever, and holding the oyster with its fins, the crab pries the valves farther apart. It seems also to use the other claw to jam the valves in the open position while it inserts the first claw deeper for the next prying position. When the shells are jammed far enough open one of the claws reaches in and breaks the oyster's muscle, removing and consuming the meat. In the two cases observed the crab required only two or three minutes for the whole operation. Peculiarly enough, the shell is ordinarily not damaged beyond a slight nick in the thin edge where the claw was first inserted.

Drills

Chief pest of the oyster is the small snail known to oystermen as "drill", or screw borer. Scientists dignify it thus: *Urosalpinx cinerea* Say and *Euplexura caudata* Say. These snails, a ubiquitous crop on the rocky shores of New England and on oyster bottoms of Great South Bay, Delaware Bay, lower Chesapeake Bay, and Seaside, Virginia, occur only sparingly in Georgia, South Carolina, Florida, and along the Gulf Coast.

This oyster drill, or snail, derives its name from its ability to bore circular holes in the shells of oysters, mussels, and other mollusks which constitute its prey. To do this, it is equipped with a special rasping organ called the radula—a

rasp-like "tongue"—the movements of which are comparable to the licking motion of a cat's tongue.

Statistical reports show that the annual damage traceable to drills amounts to several million dollars. In certain sections of Chesapeake Bay, and in many localities in Long Island Sound, there is a loss of seed oysters amounting to between 60 and 70 percent from the depredations of the drill. Frequently an entire crop of young oysters is destroyed by drills.

Little *Urosalpinx*, which is slightly over one inch long and about 3/5 inch wide, gets to the center of things by boring a hole in the shell of the oyster as a dentist's drill bores into your tooth. Scientific experiments reveal that the drill's rate of boring through the shell of an adult oyster approximates one-fiftieth of an inch per day, not any great advance as mileage goes. It may get on slower or faster, however, depending upon the hardness of the shell material, the size of the drill itself, and temperature and other water conditions. The wound inflicted by the snail soon forces the oyster to relax the muscle which allows the shell to open.

In a laboratory test the drill was observed to devour about 4/10 of a cubic inch of oyster meat in 24 hours. In the Fish and Wildlife Service laboratory at Woods Hole, Mass., a snail was observed to drill into a 2-inch oyster and eat it alone after 24 days. At the Beaufort (North Carolina) biological laboratory, experiments reveal that one drill may be responsible for the slow demise of 30 to 200 oysters in a season, depending on the size of the bivalves.

As the result of further tests made in New Jersey waters, it has been ascertained that each adult drill kills on the average of about 1/3 of an oyster per week. Applying this rate throughout the season of the drills' activities in these waters—from April to the end of October—each drill may be directly charged with the destruction of at least ten adult oysters while in predatory mood.

The Fish and Wildlife Service has gone extensively into the matter of methods of drill control. Forking, screening, floating, dredging, and trapping are among the methods recommended.

Mollusks

Already beset by a host of mortal enemies, the oyster has two more now to be added to the lists of its foes.

Anomia and *Crepidula*, two genera of mollusks, are the newcomers to the lists. These marine battlers attack infant oysters at the "spat" stage, when the latter have first formed an attachment to the object which is to be their future residence—a rock, cluster of shells, old bicycle tire, discarded boot, or whatever.

In addition to their traditional and, possibly, deadliest enemies, the starfish, and drills, these two mollusks are killing spat in large numbers in the waters of Long Island Sound, it is reported by Victor L. Loosanoff, Director of the Service Biological Laboratory at Milford, Connecticut.

In the free-swimming stage the oyster larvae are a favorite food of many aquatic forms, including other oysters. After the spat is securely anchored to an object and the oyster begins to build a limey shell about itself, it is attacked by a host of enemies and is harassed with many unfavorable conditions.

In later stages of its development aquatic creatures armed with drills, suction pumps, crushers, and other implements of warfare, prey upon the oyster.

Other enemies of the oyster are conchs, mussels, boring sponges, and boring clams. All of these enemies are a menace to the growth and survival of oysters, causing heavy losses each year. Various methods have been developed to eradicate some of these pests, and these methods are now being used commercially toward their destruction.



John Mendes and Joe M. Santos of the Union Shrimp Company, Brunswick, Ga., and their six trawler shrimp fleet which operates out of St. Augustine, Fla. The boats are the "Fatima", "Uncle Sam", "Natal", "M. A. Santos", "Marques de Pomal" and the "Vasco da Gama", all powered with Superior Diesel engine.



On The Gulf

BILOXI seafood factories have faced a number of problems entirely unexpected during the present season. But the problem of small shrimp catches earlier in the season may have been, after all, a blessing in disguise. Even now the factories are reporting a shortage of help, and had this dilemma been faced earlier in the year, factories would have operated with difficulty. Until recently only five of the nine factories were operating. This was accounted for primarily by reason of many fishermen taking temporary employment in construction of the new \$25,000,000 U. S. Army Air Corps Technical Training School at Biloxi. But as shrimp catches began to show more medium and large shrimp the majority of fishermen have returned to their boats.

The October shrimp pack by Biloxi factories of seafood caught in Louisiana waters totalled 13,712 cases, according to Fred Grace, Louisiana Conservation Commission official at Biloxi.

Five to six tons of shrimp heads and hulls are used daily in the manufacture of fish meal for use in chicken feeds by one of Biloxi's new industries. The Biloxi Dehydrating Co., located on Back Bay, is now engaged in commercial production, after two years of experimentation. The meal produced at Biloxi has a high protein value, according to the report of produce company chemists. The plant is the only one of its kind on the Gulf coast.

Louisiana Protests to Delay Aerial Gunnery Practice

Aerial gunnery practice by planes of the New Orleans army air base in a 25-mile square in the Gulf of Mexico scheduled to start this week has been indefinitely postponed because fishermen have complained that the area designated includes some of the best fishing waters in this part of the Gulf.

Major Piddock said that complaints have been received from several fishermen and asserted that he would meet with them to discuss the matter. The removal of planes to other bases has also delayed plans for the aerial practice, he added.

The area designated lies South of Bastian Bay and North of the course from Southwest Pass whistling buoy and Ship shoal whistling buoy and between Southwest Pass and Caminada Pass.

Morgan City

More than 10,000 barrels of shrimp were brought into Morgan City, Berwick and Patterson during a 10 day period ending October 29 when the boats were tied up due to high winds in the Gulf. An unusually large percentage of the 10-day catch was put into the freezer. Some are being frozen to satisfy the increasing number of buyers who demand the frozen product, and thousands of pounds were frozen because the green market would not consume the large quantity at a high price.

Oysters of Fine Quality

As far as oyster eaters in Morgan City are concerned, November was the first "R" month of this year. The oysters now being served here are of a fine quality and size and they are fairly plentiful. However, dealers and, as a result, consumers are paying more for the seafood than they have in the past five years. Dealers are worried about a possible shortage next year. It is said that gale winds during September and October which brought fresh water into the oyster beds ruined about 40% of the bottoms.

Price of Shrimp Advanced

It is said that the price of shrimp in Cameron has advanced from \$12.00 per barrel to \$16.00. This is approximately the same as the price in Morgan City (\$18.00) as \$2.00 per barrel is allowed for transportation. Cameron has no rail outlet and shrimp to go by rail to market has to be transported 60 miles by truck to Lake Charles. It is reported that officials of the Gulf Coast Seafoods were in Cameron recently organizing the shrimpers.

"40 Fathom No. 9"

The 40 Fathom No. 9 is tied at the E. Klonaris dock while "finishing touches" are being put on prior to the installation of the engine. The 60 footer was launched November 8. The 40 Fathom No. 8 is still on the ways at the shipyard, as are trawlers for the Versaggi Shrimp Company, J. R. Hardee, Jr. and the Mechanical Equipment Company. Mr. Klonaris states that when these boats are launched he will have completed 9 trawlers in 3½ months.

"Jo Ann" Sold

The Jo Ann, successful mahogany hull trawler, changed hands when L. D. Turner sold it to the Riverside Packing Company.

Pacetti Fleet Off Florida Coast

The shrimping fleet of the Pacetti Fish Company, consisting of eleven deep sea trawlers, left Abbeville October 11 for the Florida coast, where the fleet will remain for about 90 days, it was announced by officials of the company.

The shrimping fleet left Abbeville temporarily because of the scarcity of shrimp in the waters of the Louisiana Gulf Coast due to storms and other unfavorable fishing conditions, it was stated.

The officers stated that the fleet will return to Abbeville upon the improvement of the conditions in the Louisiana waters. Trucks and other equipment of the company left to meet the boats.

The Pacetti Fish Company moved to Abbeville from Florida taking with it equipment valued at approximately \$60,000. The industry at Abbeville was giving employment to approximately 150 local persons in addition to other persons engaged in the ice plants and other allied industries here.

Truman Pacetti is the owner of the Pacetti Fish Company.



Capt. C. N. Schultz, skipper of the "Francis G.", shrimp trawler of Berwick, La., which he operates for P. M. Messick, owner; she is powered with a Superior Diesel engine. Smith Alpha, owner of the "Edna Earl", and her skipper, Capt. Casey Kaan; she is of Morgan City, La., powered with an Atlas Diesel engine. Captain-Owner P. A. Dallas of the "Charope", which operates out of Morgan City and is powered with a Mack marine Diesel. Captain E. Sheppard, independent fisherman of Morgan City, aboard his "Columbia No. 2", which is powered with a Gray Diesel.

Florida Shark Fishing

RESTRICTION of imports of cod liver oil from the Scandinavian countries and Japan is booming sales of Florida shark liver oil, which may largely replace cod liver oil in many American medicine cabinets.

Shark liver oil is more potent in vitamin A content than cod liver oil, and several shark liver oil preparations are already extensively used for nutrition of dogs, mink, cattle, hogs and other animals.

Increased demands for shark hides, which bring about 2½ times as much as cow hides, also add impetus to the industry.

Sponge Sales Increase

Sponge sales on the Tarpon Springs Sponge Exchange for the ten months of 1941 are already greater than the sales of any previous year in the history of the local industry. A demand for the product, of which there has been a shortage for several years, due to the destruction of the beds of several years ago by a strange fungus disease, is responsible for the high prices which have brought the year's total to a new high mark.

To date a total of \$1,107,097 worth of sponge have been auctioned, with November and December sales yet to be held. The previous greatest total was in 1937 when the sales netted a total of \$1,096,265.

October sales closed with sponges selling during the month for \$47,737 as compared to \$9,815 in October, 1940.

Speed Reduced to Two Miles

Sponge boats and other vessels proceeding through the river channel adjacent to the Sponge Exchange docks will be required to reduce speed to two miles per hour under an ordinance passed by the Board of City Commissioners at the regular session. The area affected by this new speed regulation extends from the Gulf Refining Company's storage tanks West of the Exchange to the Eagle Street bridge.

This action, sponsored by Commissioner Mike Samarkos, came as a result of numerous complaints from sponge craft operators that boats moored at the Sponge Exchange docks were being damaged by the wash from swiftly moving vessels in the channel.

Mullet Controversy

Bitter and controversial reactions were being expressed over the policy expressed by the Florida Commercial Fisheries Association. Most editorial opinion heartily endorses the move toward a closed season on taking mullet, the closed season to be uniform all over the State; and for the elimination of special laws which now allow deviation from the general law in certain counties.

To Control Shoals

The United States Engineers office has acted to control shoals recently formed in the intracoastal waterway near St. Augustine.

Following complaints by fishermen, steps were taken to eliminate hazards to shrimp boats caused by shoals which appeared after completion of a new jetty.

Lake Michigan Trout

AFTER nearly forty years of artificial propagation of lake trout, the Wisconsin Conservation Commission has voted to reduce the program about 75 per cent from that of last year, and about 90 per cent from normal, with a likelihood that it will be suspended entirely next year.

In adopting this procedure, it is following the demand of a group of Lake Michigan fishermen, which has fought the Conservation Commission on its attitude toward fisheries regulation for 15 years as being wasteful and ineffective.

The Commission has decided that instead of producing millions of fry, the Sturgeon Bay hatchery during the Winter period will produce fish which will be permitted to grow to fingerling size, so that they will have a greater chance of survival.

Closed Season Lengthened

The Commission also voted to lengthen the closed season on lake trout by two weeks, and is applying it to whitefish as well as trout.

Carp from Madison Lakes

Robert A. Gray, superintendent of contract and commercial fishing of the Wisconsin Conservation Commission, has assented that 13,276,308 pounds of carp have been taken from Madison lakes since 1936.

The commission holds the carp in pens until the market is right and then ships them by carload to New York, Philadelphia, Chicago, Nashville, Tenn., and other cities.

Smelt Group Plans Large Herring Pack

About two years ago the Wisconsin-Michigan Smelt Association was formed. This organization is now getting to be especially active in buying large quantities of herring from Lake Superior commercial fishermen, having leased a packing shed at Chassell, Michigan, for the storage of about 300,000 pounds of herring. This association expects to sell over half a million pounds of such fish to Wisconsin and upper Michigan mink farms. Such farms abound in the regions mentioned, and there is a good demand for herring for feeding the mink.

Arthur Jensen, Escanaba, Mich., is president of the association; O. A. Angwall, of Marinette, Mich., is vice-president; B. A. Griffin, Milwaukee, is the secretary; and William Warmington, Escanaba, the treasurer.

California Company

The Coast Fishing Co., Wilmington, Calif., has been licensed to do business in Wisconsin. The articles list the amount of stock in Wisconsin as \$15,000 and the Wisconsin agent for the firm as George G. Blake, Madison.

Arthur C. Berk

Arthur C. Berk, 56, operator of the fishing tug the *Helen B.* from Kenosha and Waukegan for 21 years, died November 15 in a Kenosha hospital following a short illness.

Edward W. Roderick

Edward W. Roderick, 50, Suamico commercial fisherman, was instantly killed November 14 when his car collided head-on with a truck between Duck Creek and Suamico.

Maryland

Shad

Program Is Far Reaching

MANY of the fin fisheries in the United States have shown signs of serious depletion in the last forty years.

Few have been more affected than the shad fishery. The catch of Chesapeake shad in 1940 had dropped to about 1/6 of the production in 1880. Several remedies were tried from time to time with little or no apparent improvement in the fishery. Hatcheries in the late 19th century produced over 200,000,000 fry in a single year but four years later, when these fry should have returned as mature fish, the decline continued. This result was typical of the general results obtained from the hatchery effort as it has been conducted in the past.

In 1937 the Chesapeake Biological Laboratory instituted an investigation of the Chesapeake shad fishery and in 1938 this work became part of a broad Atlantic Coast investigation by the U. S. Fish and Wildlife Service. The investigators were fortunate to have the Hudson River to observe, as shad had been restored in that river to their former abundance by certain restrictive measures with practically no help from hatcheries. Investigation showed that the reason for this amazing recovery was that approximately forty out of every one hundred shad that moved into the river were allowed to escape the nets to spawn. Examination of Chesapeake shad revealed an entirely different and disturbing situation as it was estimated that only ten out of every one hundred shad coming into the bay ever escaped to spawn. The obvious solution to the problem then was to allow more spawners to escape. The Commercial Fishermen's Advisory Committee of Maryland was formed with a fisherman representing each tidewater county. After numerous conferences with the Commission, representatives of the U. S. Fish and Wildlife Service and the Chesapeake Biological Laboratory, in which all possible solutions were considered and discussed, a far reaching program for the management of Maryland tidewater fisheries was developed. This program was presented to the General Assembly of Maryland and was enacted into law.

The main provisions of this law are:

1. By means of a licensing system under the direct control of the Commission involving all the principle types of commercial nets, the number of fishermen will be maintained at its present level with further gradual reductions through people leaving the industry. As the fish increase, provisions will be made for new fishermen to come into the business.
2. The shad season has been shortened by removing five days from the end of the season with the removal of another five days, if Virginia passes a law shortening the season ten days.
3. A substantial reduction was made of the length of pound nets over the length now fished.
4. With the fees collected from net licenses, hatcheries are to be developed. These hatcheries will not only hatch eggs but, in contrast to previous efforts, will attempt to rear in ponds the fry to fingerlings before releasing them.

Sponge Crab Planting

The planting of sponge crabs in Somerset County waters was a success according to the watermen. Archie H. Marsh of Smith's Island brought a bottle of sponge crabs to Crisfield to show results. The crabs were caught by Capt. W. E. Smith in the vicinity of where the sponge crabs were planted. They were from the size of a fly to about three-eighths of an inch. It was reported that the waters were alive with small crabs. Before the sponge crabs were planted there were no signs of crabs, the watermen said.

Dr. E. H. James and E. L. Reed of the University of Maryland, and Dr. Waldo Schmidt of the staff of the National Museum in Washington, who is a recognized authority on crabs, visited Crisfield during October, and were shown the small crabs that were produced by planting sponge crabs in

Somerset waters. They would not commit themselves but said it was worth a trial. The visitors were taken to Smith's Island by A. Wellington Tawes, on his yacht, and accompanied by A. Earl Dize, a member of the firm of Carol Dryden & Co., of Crisfield.

Progress in Crab Investigation

John Pearson of the U. S. Fish and Wildlife Service, who is conducting the study of the crab situation in the Chesapeake Bay, reports that for the past several weeks he has been gathering opinions from the dealers, shippers, and other people in the trade in certain sections of Maryland as to the nature and degree of the crab shortage. He has just spent two weeks in the Crisfield area interviewing the people and collecting necessary statistics. He stated that his report of the industry as it now exists along with any recommendations should be ready by the first of the year.

Inspection of Oyster Bars

Quantity, quality, and prices of oysters during the dredging season were much better than last year. Reporting on conditions, the Tidewater Fisheries Department found during its inspection of oyster bars in the upper Chesapeake Bay that a fine supply of both mature and young bivalves were present. The situation in the Lower Bay, however, is poor, with the majority of the bars having few large oysters and no young crop.

Under the plan of reserving certain areas, the Department last year opened the Lower Bay bars to dredgers, and closed the Upper Bay area. This year the Upper Bay area will be opened to dredgers and the Lower closed, so as to restock.

In the Fall of 1939, when the Upper Bay rocks were worked, the supply was good but oysters brought only forty to fifty cents per bushel. During this season the prices should be double that of thirty-nine.

Oysters are expected to be more plentiful at Man of War Shoals and at Tea Tables than at any other bars in the Upper Bay. In the Lower Bay dredgers should be able to catch an average of seventy-five bushels a day at Cedar Point. At Old Rock, oysters are also thriving and marketable. Oysters at Dares Bar, however, are in bad condition and many are dying. There are not enough oysters at Poplar Island and Plum Point to warrant operations. Sharps Island has its usual supply of small blunt oysters. A sample bushel from Kent Point shows that young oysters far outnumber the mature ones.

There is expected to be an increase of oysters during the 1941-42 season in Maryland. Prices have been good so far, and a good demand. The season really opened on November 1st, when dredging began. From then until after the Christmas holidays, Crisfield will be a bee-hive of industry. The packing houses work from four-thirty in the morning until dark in the evening. The harbor is usually filled with dredge and run-boats.

Dredge boats had a prosperous season last year and are expected to have an even better one this year. Capt. Walter Catlin and Capt. Ira Todd of Crisfield are two successful dredge boat captains, and both have large boats. About 12 dredge boats are from Smith's Island and two from Deal's Island.

The Milbourne Oyster Co., of Crisfield, have a branch packing house on the Sinepuxent Bay area, and are planters on a large scale. They report oysters from that section in a fair condition.

W. L. Tull

Washington Lee Tull, seventy-eight, pioneer Crisfield seafood packer and shipper, succumbed November 13, after an illness of some seven months, at the McCready Memorial Hospital.

When a very young man Mr. Tull and his brother, G. S. Tull, entered into the seafood business, dealing with crabs in the Summer months as packers and shippers, and in the Winter months following the water. The firm was then known as G. S. Tull and Bro.

Early in the 1890's Mr. Tull bought out the interest of the late Sidney Riggan, who was dealing in seafood as a partner of the late E. T. Riggan, and continued in this organization until the death of Mr. Riggan, at which time he established W. L. Tull and Company, which he operated until his death.

Virginia Oyster Industry Short of Labor

ALTHOUGH the weather, continuing to be extremely hot into October did make the handling of oysters more expensive, it did not seem to be curbing the demand as much as would be expected. Most of the oysters being shucked in Mathews County, up to the present time, are being dredged from private grounds in Mobjack Bay. For that reason a definite trend on the price of shucking stock in this area cannot be shown. However, in the upper Rappahannock River area, where there is considerable tonging from public rocks, prices are reported as ranging between seventy cents to one dollar per bushel. This is higher than was paid at any time last year for oysters from this area and indicates that shucked oysters are very likely to go into the luxury class if the present trend continues. Producers in many parts of the state are finding it difficult to get a sufficient number of tongs to take up the oysters from their private beds and enough shucking labor to fill the present demand for oysters. Should the demand increase, as would normally be expected, with the coming of cooler weather, the shortage of labor threatens to be acute. In the northern neck area this will be overcome partly at least when the menhaden boats are laid up and their crews are at liberty for the winter. The heat was so extreme during the second week in October that it was necessary to ice the shell stock, as well as the shucked oysters.

More Women Employed in Oyster Industry

According to a report from oyster packing plants, women are invading the oyster industry, replacing men who have been drawn away from packing plants by the upsurge in the national defense effort.

Along with scarcity of labor, according to one large packer, has come an increase in the price of the bivalves, which are now reported to be bringing around \$2.20 for selects. Last year's price for this variety averaged around \$1.80. Standard oysters, which last year sold for \$1.30, are now said to be bringing \$1.85.

Other reasons for the rise in price aside from the increase in labor costs, are the costs of other items important in the oyster industry. Tin cans have gone up, as have rope, nails and other incidentals needed in the packing business.

More women are said to be opening oysters in packing houses than were ever employed before, the increase being estimated at about 50 per cent.

For years, it has been pointed out, a number of women have been employed to shuck the oysters and they are reported to have been competent workers.

Those familiar with the industry, state that prospects for a good year are favorable even though unseasonably warm weather had hindered tongs taking any large catches.

Most of the shucking operators own their oyster grounds and obtain most of their oysters from them.

Oyster Tax Must Be Paid

The Virginia Commission of Fisheries, meeting in regular session at 10 A.M. October 22, in the Warwick Hotel, voted not to rescind a ruling made in September 1939, regarding payment of the oyster tax.

Inspectors put before the meeting several complaints received by them from oystermen in regard to the ruling requiring the one cent tax per bushel on oysters be paid "on the rock" to the inspector at the time the oysters are loaded on boats or trucks for shipping to shucking houses.

The measure was adopted by the Commission at a meeting September 19, 1939, and at the last session the group refused to rescind the rule after objections of several oystermen had been registered.

Inspection Tour of Oyster Bars

L. Selden Taylor, Superintendent of Inspectors and Conservation for the Virginia Commission of Fisheries; Maryland's Tidewater Fisheries' commissioners, and North Carolina and Federal conservation officials, aboard the yacht "DuPont" made an annual inspection tour of Chesapeake Bay oyster bars.

The two-day trip took the party to bars in the dredging area proper. Captain William C. Todd, in his dredge boat *H. M. Rowe*, is making test dredgings, the information gathered to be turned over for the benefit of shippers and packers of the oyster supply they can expect after the dredging season opens November 1st.

The Maryland officials, according to reports, will estimate the number of marketable and undersized bivalves present for immediate and future production and also determine whether additional shells are needed on the bars.

Oppose Cooking of Sponge Crabs

There is much opposition, although unorganized at the present time, in the upper section of the state to the cooking of sponge crabs in the Hampton and Norfolk areas. The hard crabs caught in this section of the state, this summer, have been for the most part large ones and there is much concern over whether there are to be any young ones to replace them next year.

Soft crab packers, in this section, report a decline of at least a third under last year's production and it is the belief of most of them that this decline may be permanent unless actual conservation measures are effected immediately.

Clam Packers Troubled

Tidewater clam packers are reported to be having their troubles. With prices gone to the highest figures in many years, the industry is faced with three major problems, which, packers say, "have really put them up against it". The three factors which are causing the biggest headaches are: Competition from North Carolina; scarcity of labor; and a relatively small number of clams being caught.

In spite of the present price, which one packer says is bringing him between 90 cents and \$1.00 per hundred for the shell-fish, he is finding it difficult to make both ends meet as far as clams are concerned. There are so few clams being caught and in comparison with demand, that the output is so small the price is not as important as it would seem at first glance.

And now, it is pointed out, clam packers are faced with the ancient and honorable problem of locking the stable after the horse has fled. Demand remains unfilled, while wages and amount of labor get way out of comparison. Packers are wondering how they will be able to make an adjustment to meet new conditions.

The clam packing industry is also feeling the effect of higher wages and more jobs opened up by the rapidly expanding defense effort. Men, they say, won't work as tongs or in packing houses when they can obtain more lucrative forms of employment. Labor is reported to be costing from one-half to twice as much as it did a short time ago.

To add to the difficulties, in some instances it was found necessary, a large packer explained, to plant the clams and then go back later and tong them, thus creating the necessity of double handling, running up the expenses of the wholesale end of the business.

In spite of the wide discrepancy between prices paid tongs and wholesale, which varies in some instances as much as 70 cents on the hundred, packers say their profits rapidly disappear under the exigencies of the new conditions.

Last on the list, but probably foremost in the attention of packers, is the competition from the North Carolina market, which is reported to be driving the Tidewater market down as far as prices are concerned. A number of the North Carolina dealers are said to be selling clams they catch under much cheaper conditions than in Virginia and, bringing them into the Old Dominion, sell them to wholesalers for prices ranging around \$2.35 per bushel.

The only solution for the latter problem, Virginia packers say, is to have more clams available in Virginia and be able to remedy the labor situation which they admit, at present looks irreparable.

Maine

Sardine Pack Reaches All-Time High

THAT the 1941 Maine sardine pack would be close to 3,000,000 cases or an all-time high was predicted by Sea and Shore Fisheries Commissioner Arthur R. Greenleaf on November 5. He said that canners had estimated the pack to be 2,772,632 cases as of October 1st, with the activity of the months of October and November sure to send this figure skyrocketing. Records for any year since 1915 have already been eclipsed, according to Greenleaf.

With the market prices very favorable, he estimates that the industry will handle at least \$15,000,000 in receipts from sales, wages, materials and money paid to the fishermen making it the most valuable of any of the many phases of Maine's important fishing business. Several thousand persons have received employment at good pay and weirmen and seiners have, for the most part, enjoyed excellent earnings.

The sardines will command a nation-wide market and many will go to West Indies and South and Central American ports. Cutting off the supply from Norway and other European countries is increasing the market for Maine sardines.

September Biggest Month for Fishermen

Maine fishermen had their biggest month on record in September, receiving a total of \$609,079.83 for catches which included 6,210,000 pounds of groundfish and shellfish, 328,506 bushels of herring and 16,230 bushels of clams, according to the monthly statistical report of the Department of Sea and Shore Fisheries. This eclipsed the receipts for September 1940 by nearly 60% and brought the total for the first nine months of the year to within a few thousand dollars of the entire 1940 total. It also set up a new all-time high for any one month on the department records.

Herring and lobsters were the outstanding items, with redfish and clams also showing a big increase. Prices were slightly higher on some species and lower on others.

Included in the landings were: 147,000 lbs. cod, 318,000 lbs. haddock, 572,000 lbs. hake, 158,890 lbs. pollock, 2,350,000 lbs. rosefish, 124,560 lbs. flounders, 835,000 crabs, 1,961,000 sand and bloodworms, 1,522,522 lbs. lobsters, 20,907 lbs. scallops, 367,890 lbs. mackerel, and 4,344 lbs. swordfish.

NYA Boys Dig and Replant Clams

When a group of boys can create more than \$4,500 in natural wealth for an expenditure of \$273, it's big news and that is just what Sea and Shore Fisheries Commissioner Arthur R. Greenleaf thought when he received a progress report of a joint clam propagation program from Robert E. Kinney of the National Youth Administration on October 29. Summarizing the work of the NYA crew which is endeavoring to rehabilitate clam flats in Washington County with the cooperation of Greenleaf's department Kinney produced astonishing facts and figures that definitely show clam propagation to be one of the most creative and valuable forms of human endeavor.

Taking a typical 30 day period as an example, the report revealed that during that time a crew of 17 boys dug and replanted 430 bushels of seed clams in the Jonesport, Beals and Addison areas. Each boy worked an average of 59.6 hours and earned \$16.09 for a total expenditure of \$273.53 with the exception of a very nominal sum for equipment which was mostly of a home-made variety.

As previous propagation activity in Maine, Massachusetts and the Canadian provinces has established the reproduction ratio of clams at 14 bushels for every bushel planted, the efforts of the boys during the 30 day period will provide a total of 6,020 bushels for diggers to harvest within the next two years. Marketed at the average price of 75 cents a bushel the clams will bring a total of \$4,515 or a return of \$269.25 for the \$16.09 paid to each boy.

Seed clams were obtained from overseeded beds and transplanted on flats which had been dug out.

President R. H. Holt and production manager Nick Pellicani, of the Algin Corp., Rockland, Maine, examining a sample of algin just out of the dryer. It is white, light, resembles cotton waste, and is used in many manufacturing processes.



Algin is made from kelp which grows along the Maine coast. There are two kinds—the horsetail variety shown at left, and the broadleaf variety, right.

Silver Salmon to Be Hatched and Reared

As the result of a study of the appearance of Chinook salmon in the Pemaquid River last Fall plans are underway to obtain at least 50,000 silver salmon eggs from the Puget Sound area of the Pacific Coast for hatching and rearing in Maine to stock a number of coastal streams. In making a report of his investigations Dr. George Rounsell of the U. S. Fish and Wildlife Service recommended such a procedure and is convinced that the chances for an extensive fishery being established are very good.

The Chinooks made their first appearance along the Maine coast when a 33-pounder was taken in a net off Pemaquid Point in August 1940. A little later a good sized school was seen in the Pemaquid River and several were taken which tipped the scales at close to 40 pounds. Requesting the Fish and Wildlife Service to make a study of the situation Commissioner Greenleaf also assigned some of his wardens to the work and had a fishway in the stream when it was revealed that some good spawning grounds were available.

"Georgetown" Launched at Portland

THE dragger *Georgetown* was launched for F. J. O'Hara & Sons, Inc. at Maine Shipyards Corp., South Portland, on October 25.

Edmund C. Ingalls of Boston, an alumnus of Georgetown University and a friend of the O'Hara family, acted as sponsor for the 58-foot craft. The Rt. Rev. Msgr. John Houlihan of Portland blessed the ship in the traditional manner.

Two more 82-ft. draggers, which will bring the new O'Hara fleet to 10, are under construction at the South Portland yard.

The *Georgetown* is a duplicate of the previously launched smaller units of the fleet. She is of Eldredge-McInnis design, and is powered with a 120 hp. Superior Diesel. She will be commanded by Capt. Bernard Moran of Deer Isle, a long time veteran of the sea.

Gloucester

Seiners

Strike Big Mackerel Spurt

THE last of October saw a wealth of mackerel arrive at Boston Fish Pier, with a total of 25 trips with 943,000 pounds, in two days, practically all small fish, weighing about a pound each. The value is in the vicinity of \$25,000 to the fleet of 16 Gloucester seiners catching them.

The fishermen caught this spurt of mackerel off Boston Light. These two days were the best in the entire season for volume in so short a time.

Total landings for the two days for local seiners at Boston were as follows: *Capt. Drum*, two trips, 100,000 lbs.; *Mary W.*, two, 100,000; *Bethulia*, two, 99,000; *Santa Maria*, two, 94,000; *Alden*, two, 75,000; *Franke and Rose*, two, 75,000; *Antonina*, two, 72,000; *Eleanor*, one, 65,000; *Rose Marie*, one, 60,000; *Rose and Lucy*, two, 53,000; *Jennie and Julia*, two, 47,000; *Three Sisters*, one, 31,000; *Beatrice and Rose*, one, 27,000; *American Eagle*, two, 26,000; *Falcon*, one, 22,000; and *Poseidon*, one, 5,000.

"American" Badly Damaged in Gale

Caught in the teeth of a 70-mile-an-hour full gale on the Northern edge of Georges fishing bank, 250 miles from Gloucester about 8 o'clock on October 23, the local 107-foot auxiliary dory trawler *American*, Capt. James Abbott, was wrecked amidships and along the stern. Her 14 dories were either hurled into the sea or smashed into kindling wood, while the mainmast masthead was torn off and the mainmast wrecked, and a serious leak caused in the craft. Capt. Abbott estimated the damage may reach \$3,000.

Dory Trawler Changed to Dragger

The dory trawler *Laura Goulart*, owned by United Fisheries, is being changed to a dragger and it is expected to be ready in a few months. Capt. Joe Rose, now in the dragger *Magellan*, will be her skipper. The *Goulart*, a 107-foot schooner built in 1921, will have a 400 hp., 300 rpm. Cooper-Bessemer Diesel equipped with a Kinney sailing clutch. She is one of the largest schooners in Gloucester port.

"Ruth Lucille" Struck by Collier

Cut deep amidships on the port side by the 4000-ton collier *Charles L. O'Connor*, during a thick haze, on November 13, two miles South of Scotland Lightship, off New York Harbor, the local 90-foot auxiliary dragger *Ruth Lucille*, Capt. Frank Rose, sunk within 10 minutes, and her crew of eight were later rescued by the collier's crew.

Capt. Rose said that the *Ruth Lucille* had left Staten Island dock only two hours before proceeding to the fishing grounds on their fourth trip out of New York this Fall.



The "Natale III", Capt. Anthony Linquata, of Gloucester, Mass., powered with a 200 hp., 6 cylinder Atlas Imperial Diesel engine, 10 x 13, 325 rpm. She is 90' long, and has a Hyde propeller, Kinney clutch, Shipmate range, Fathometer and Bludworth direction finder.

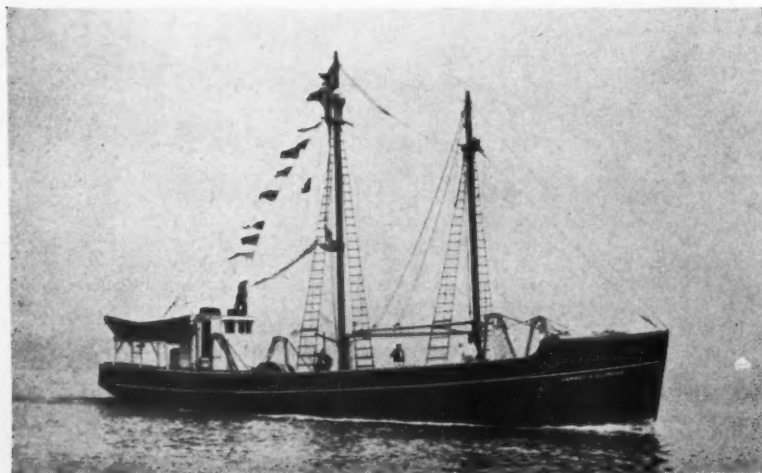
James to Build 103-Ft. Dragger

A new concern, Schooner Columbia, Inc., will build a 103-ft. vessel at Lyman James Shipyard, Essex. She will be a schooner type dragger with cut-away bow, and will be powered with a 350 hp. GN 8 Cooper-Bessemer Diesel, direct reversing with sailing clutch. The boat is scheduled to be ready for fishing next June.

Officers of the corporation are Capt. Ben Pine, president; Hollis Hogel, treasurer; and Leo Lufkin, clerk. Capt. Pine will supervise the construction. Capt. Matthew Sears is expected to be skipper of the new boat.

"America" Changes Hands

The 74-ft. schooner *America*, formerly owned by Capt. Gilbert Lafford, has been purchased by America, Inc., of which Capt. Ben Pine is a member. The boat has resumed dragging under command of Capt. Joseph Jaqueta. She is powered by a 175 hp. Wolverine.



The "Harriet N. Eldridge", of New Bedford, Mass., owned by William Eldridge. She is a New Bedford-type dragger, 94' x 19 1/2' x 10', with fish carrying capacity of 115,000 lbs. She has a 230 hp. Cooper-Bessemer Diesel, Hyde wheel, Hathaway winch, Exide batteries, Shipmate range and Hallicrafters radiotelephone.

Four New Trawlers Join O'Brien Fleet

Practical Duplicates of Company's Six Previous Steel Trawlers with Several Added Refinements

WHEN the 110 ft. trawler *Weymouth*, the last of four new sister ships, goes into service this month, the fleet of R. O'Brien & Co., Inc., will comprise eleven modern Diesel-powered steel trawlers, the second largest fleet out of Boston, all of them built in a period of but 13 years.

It was back in 1928 when the progressive O'Brien fish concern embarked as a trawler operator with the construction of the *William J. O'Brien*. With this as an experimental ship, the Company was ready to start building up a fleet the following year.

This time they ordered three steel trawlers, the *Dorchester*, *Quincy* and *Winthrop*. These represented a new design in a medium size vessel, and were planned with every consideration for utmost utility and reasonable economy in construction and operation.

So successful was this trio that when it was decided to add three more trawlers in 1937, practical duplicates of the previous three were constructed, and joined the fleet as the *Thomas Whalen*, *Atlantic* and *Plymouth*.

Again this year, further expansion of the O'Brien fleet was scheduled. The 12-year records of the first three and the 7-year results of the last three, extending over periods of prosperity and depression, clearly showed remarkable performance. Throughout their careers, all of the trawlers have demonstrated their ability to catch fish. Hulls and equipment have proven highly satisfactory.

It was, therefore, natural that when the four latest additions were planned, they should be virtual duplicates of the previous design, built by the same shipyard, and in general, fitted with similar machinery.

It is already apparent that the new trawlers will uphold, if not excel, the splendid reputation of the preceding members of the O'Brien fleet. Every one of the new ships, the *Cobasset*, *Lynn*, *Salem* and *Weymouth* performed admirably on their trials, with complete satisfaction to all concerned. And now, during their early trips to the fishing grounds, the vessels are proving their ability to land profitable catches of quality fish in quick time, with ease of operation and comfort for the crews.

Built at Fore River

The four new trawlers were built at the Fore River Yard of the Shipbuilding Division of Bethlehem Steel Company, Quincy Mass. Impressive launching ceremonies were accorded each vessel with superb christenings by charming sponsors. The first trawler, the *Cobasset*, went down the ways on June 12, christened by Mrs. B. F. Whalen, wife of the Treasurer of the O'Brien Company. Next was the *Lynn*, put overboard on July 10, with Mrs. M. G. Whalen, wife of the Company's President, smashing the bottle. On October 20, the third ship, the *Salem* slid off the stocks with Miss Isabel Drane, niece of the owners, doing the honors. The last trawler, the *Weymouth*, made her maiden plunge on November 4, with Miss Isabelle Whalen swinging the champagne.

Delivery dates for the vessels were as follows: *Cobasset*, October 9; *Lynn*, October 22; *Salem*, November 6; and *Weymouth*, expected to be November 26.

While the new vessels incorporate several definite improvements over the previous ones, these are not in the form of distinct changes, but rather refinements of former features. Full advantage has been taken of every advance in operating machinery and navigating equipment which would make the vessels better able to maintain schedules and thus enhance their productive capacity.

The trawlers are 110' 6" in length and have a beam of 22' and depth of 11' 6". The hull lines duplicate those of the Company's former vessels.

The fish hold capacity is 225,000 pounds, which is greater than that of other vessels of similar dimensions. The hold is heavily insulated with cork and water-proof material, the inner ceiling being calked. All metal work is galvanized. The

pen board stanchions were developed by Bethlehem, the section being of inter-locking flat bar and designed to support the deck.

Separated Galley in Fo'c's'le

The fo'c's'le of the trawlers is ideally arranged with a division between crew's quarters and galley. The quarters, heated by coal stove, contain commodious accommodations for 10. An oil skin locker is conveniently located off the fo'c's'le companionway.

The galley, entered through a door from the forward quarters has ample working space. There is a vent hatch directly over the No. 45 Shipmate range, coal for which is stored in an adjacent steel bin. There is a Goulds fresh water hand pump.

In the peak there is large storage space for gear, easily accessible from the deck. Over the whaleback is located a New England 5 hp. worm geared electric fish hoist.

Deck Gear

The trawl winch was designed and manufactured by Bethlehem's Atlantic Yard, and embodies improvements on the winches furnished the earlier vessels. The mechanism for engaging or disengaging the winch drums was built under license from New England Trawler Equipment Company's patent No. 1746060.

The winch, which is protected by a special covering, holds 350 fathoms of 7/8" Bethanized wire rope. Columbian cordage is used for rigging, and Grimsby nets for the trawls.

The gallowes frames and bollards were supplied by New England Trawler Equipment Co. The gallowes frames are galvanized. All gallowes frame block and bollard sheave pins are of stainless steel, running in barium bushings. V. S. Croce furnished the trawl doors with all necessary fittings.

A feature which keeps maintenance of the forward wire warps at a minimum and guards against hull chafing, is the fitting of half rounds to the forward ends of the bilge keels. The number of half round steel rubbing bars in the way of the gallowes has been increased.

For life saving equipment, the trawlers are furnished two steel life-boats, fitted with tanks, and hung in adequate steel davits.

Complete Navigating Equipment

The pilot house is modernly equipped with complete navigating and living facilities for the Captain. The Captain's state-room, with port light on either side and windows aft, contains bunk, closet, drawers, wash bowl and chart table. Instruments include a Kelvin-White spherical compass, Fathometer depth finder and RCA radio telephone and direction finder.

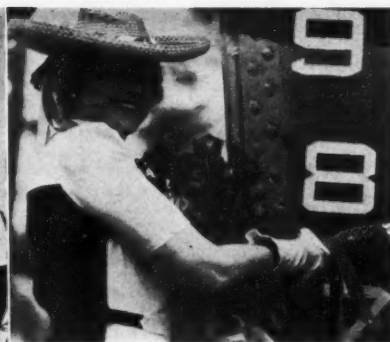
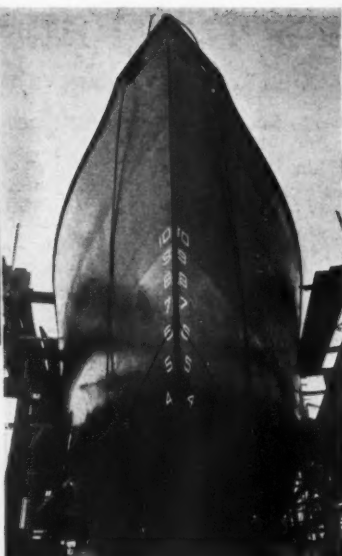
The combination of RCA radio telephone and direction finder units are so arranged that a bell may be rung on ship when calls are placed from shore, even though the vessel is engaged in inter-ship communication. The radio direction finder is of new design, having an automatic compensator providing the vessel with accurate bearings at the navigator's option. With this equipment the vessel is not dependent upon operation with coastal stations to obtain bearings.

The steering gear, utilizing an Edson mahogany wheel, was designed and made by Bethlehem. The pilot house bridge is of the open type with two General Electric deck floodlights mounted on the railing.

Improved Accommodations Aft

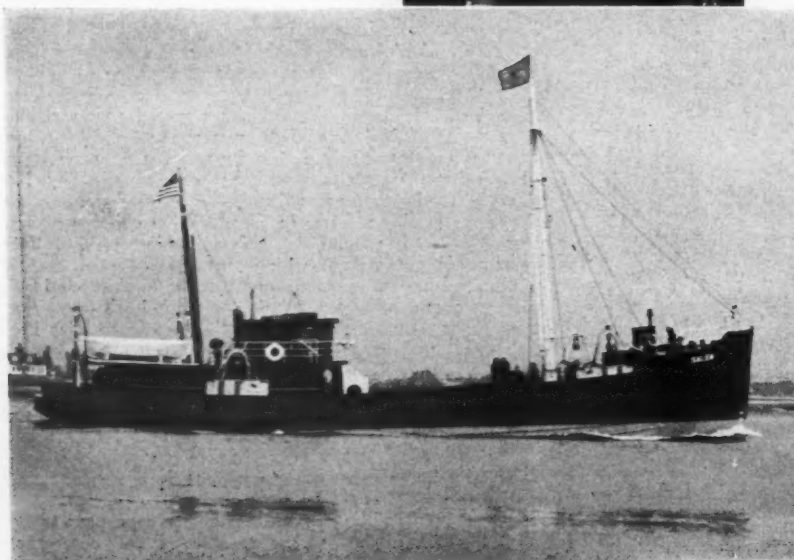
In order to provide larger and better accommodations aft, a slight alteration was made in the superstructure. Whereas the previous vessels have a cutaway style house, with a break aft of the pilot house, the new additions have a flush house, thus furnishing space for new private quarters for the chief engineer. This room, with an entrance from the after port deck, has a water-tight hatch to the engine room, thus giving the engineer direct access in bad weather. There is also a

(Continued on page 14D)

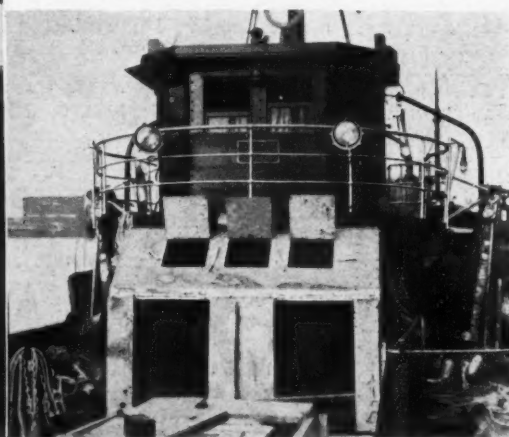
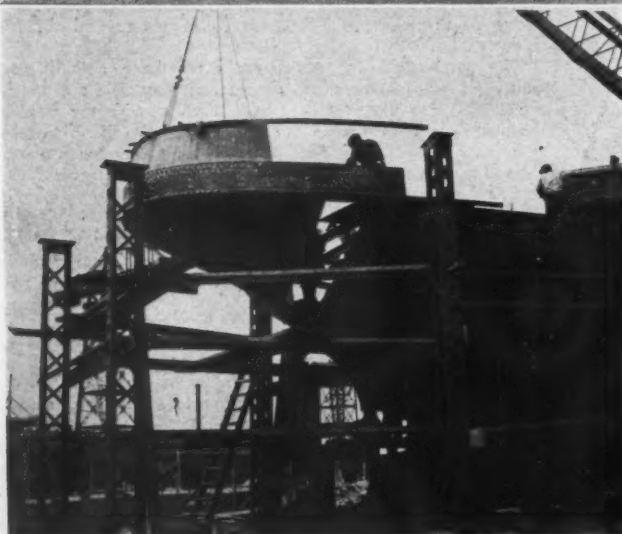


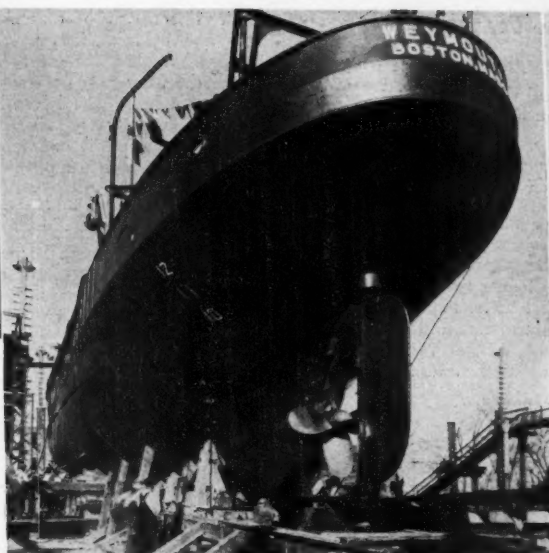
Above: Miss Isabel Drane, sponsor of the "Salem"; center, the "Lynn"; right, Mrs. B. F. Whalen, sponsor of the "Cohasset"; below, the "Salem" underway and being launched.

New O'Brien Cohasset Weymouth



Left: A trawler under construction, showing the pre-assembled stern section being lifted into position; below, pilot house and enclosed winch on a new trawler.

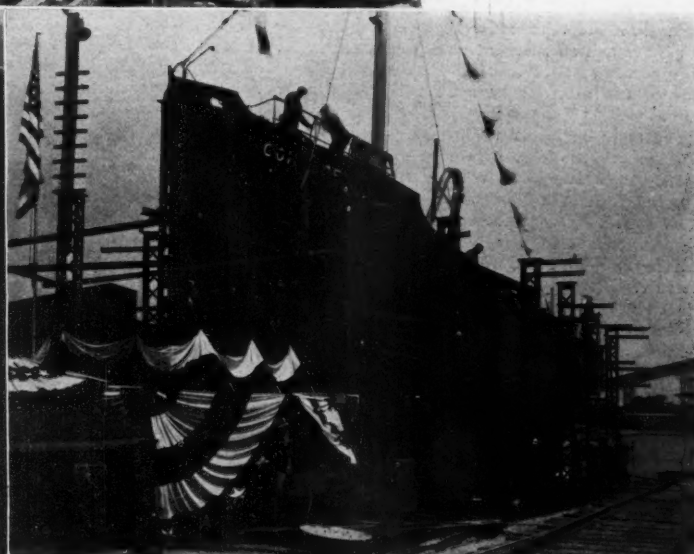
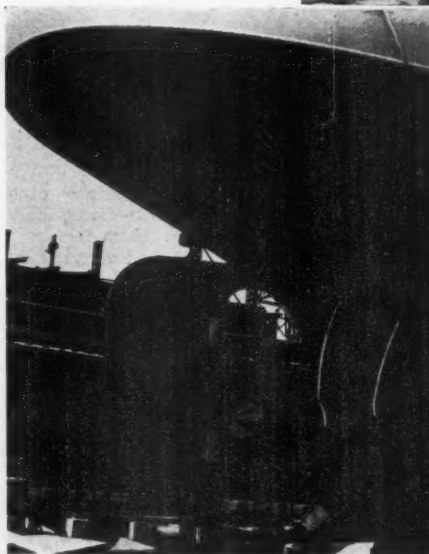




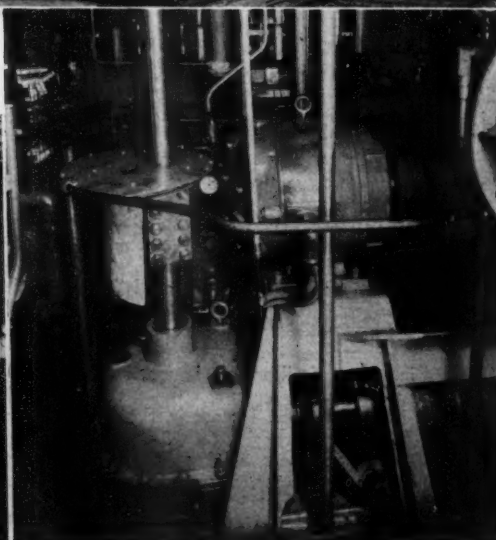
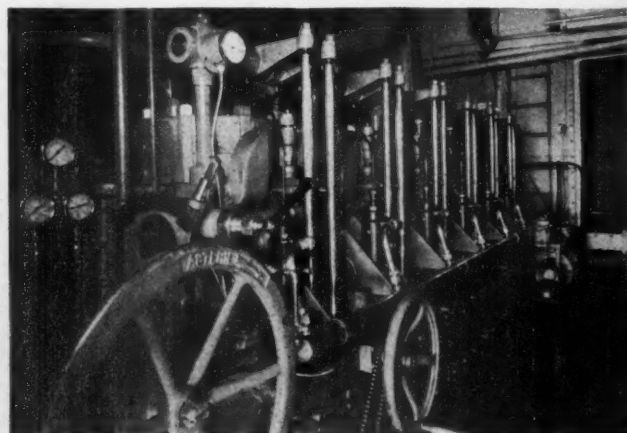
Trawlers

Lynn
Salem

Top left: Mrs. M. G. Whalen, sponsor of "Lynn"; center, "Weymouth", and sponsor, Miss Isabelle Whalen; below, stern and pre-launching views of "Cobasset".



Right: Forward end of engine room, showing main engine generator, clutch and shaft for winch drive, with switchboard and auxiliary set in background; below, the main engine.



The O'Brien Trawlers

(Continued from page 14A)

port light between the quarters and the engine room. The room is well fitted, having a wash bowl, bunk and locker space. The ship's toilet is located forward of the engineer's room.

In the after section of the deck house is located a well equipped mate's room, space formerly occupied by the wireless operator. Entrance to this room, as well as to the crew's after quarters below and a special tool and storage closet, is from the engine room companionway.

The crew's after quarters, with escape hatch, are very spacious and contain 4 bunks, ample locker space and wash bowl, and are steam heated from an Ideal boiler in the engine room.

A special new feature is the insulating of all deck house accommodations with ground cork which is sprayed on all steel surfaces. This will eliminate condensation which causes dampness in the rooms.

Increased Power

The engine rooms in the new ships have been slightly rearranged to simplify operation for the engineer. Every piece of machinery is installed to give highest possible efficiency and economy. Safeguards are provided for every emergency, and all unnecessary fittings that might cause leaks in piping have been eliminated. In order to assure higher margins of safety in power and to accommodate greater electrical demands, the horsepower of both main and auxiliary engines and the capacity of the batteries have been increased over the previous ships.

The main engine is a 6 cylinder Nelseco Diesel, developing 375 hp. at 300 rpm., which gives the vessel a speed of 10.5 knots. It is furnished with fresh water cooling, Chutte & Koerting heat exchanger and Bosch fuel injection system. It is fitted with a Maxim exhaust silencer, Kingsbury thrust bearing, Reliance tachometer and Brown pyrometer. Starting air is carried in two 20 cubic feet tanks built for 350 lbs. working pressure.

Both the main and auxiliary engines are so piped that in a matter of seconds, they can be changed over to salt water circulation in case the fresh water system fails.

A Kinney No. 3-24, oil type sailing clutch, complete with Kinney controls, transmits the full horsepower of the main engine to the bronze fitted steel tail shaft which extends through a lignum vitae stern bearing to the propeller. Two of the vessels are equipped with 70-51 Bethlehem propellers, while two have 70-53 Hyde models.

The trawlers are fitted with streamline rudder post and double plate rudders, which assure good handling qualities and allow fullest possible speed.

Clutch Driven Winch

On the forward end of the main engine is attached a No. 187 Kinney cut-off coupling. This clutch drives the vertical shaft which extends through the deck and connects with the trawl winch. On the drive hub of this clutch is mounted a chain sprocket which drives a 7½ kw. Electro-Dynamic generator, also a Worthington air compressor which supplies the starting air for the engine. On the air compressor shaft is mounted a No. 83 ball bearing sleeve clutch, on which is mounted the receiving sprocket for the chain driven from the sprocket on the No. 187 clutch.

The winch drive consists of but several lengths of shafting and two sets of bevel gears, thus providing a simple and efficient system with a minimum of moving parts. The shafting and gears are supported on ball bearings, and the gears are submerged in a bath of oil, which eliminates manual oiling and reduces gear wear to a minimum.

The auxiliary equipment, located in the forward starboard end of the engine room, consists of a 2 cylinder, 16 hp. Lister Diesel, direct connected to a 7½ kw. Electro-Dynamic generator, and driving a 2 stage, water cooled Worthington air compressor through a No. 1-5 Kinney dry plate, roller type, disc clutch. The entire unit is mounted on a structural steel base. The Lister engine is fitted with Listard detachable cyl-

inder liners, Ross heat exchanger, Bosch fuel pump and injectors and Maxim silencer. The auxiliary equipment was furnished by Diesel Engine Sales and Engineering Corp., Boston.

At the forward port end of the engine room there are two Warren pumps, each driven by a 2 hp. Electro-Dynamic motor, one for general service and one for bilge, which can be used interchangeably. A motor driven Ingersoll-Rand salt water transfer pump is supplied for the heat exchanger, while a Goulds hand pump is used for oil transfer service.

The storage battery equipment is Willard, and consists of 56 cells, KTWS 11, 115 volts, 155 ampere hours at the eight hour rate. The battery can be floated on the line from either generator. Control of all motors and generators is through a Bethlehem-built switchboard, with Cutler Hammer controls and automatic cut-out and voltage regulator.

The fuel tank capacity is 6,000 gallons and the lubricating oil capacity 150 gallons. The vessels use Gargoyle DTE marine lubricating oil and Mobil Diesel fuel oil, products of Socony Vacuum Oil Co.

Worthy of special attention is the record time in which the new trawlers were made ready for sea after delivery. Less than three days elapsed between the time the trawlers arrived at the Fish Pier and when they were ready to leave for the grounds. During this time, all the gear, stores and ice had to be put aboard, a task which was accomplished only by the co-operation of the crew.

The machinery installation and outfitting work on the new trawlers was supervised by the owner's marine department, headed by Captain Michael F. Powers, Marine Superintendent and Arvid G. Ohlin, Superintendent-Engineer.

Captain Powers has been associated with the fishing industry for many years, having been captain of various trawlers since the launching of the first steam trawler back in 1905. His long experience, together with his keen knowledge of the operation of the fishing gear, aptly qualify him as an expert in the trawler field. It is worthy of note to mention at this time that Captain Powers served as a First Lieutenant in the United States Navy commanding the Mine Sweeper U.S.S. *Comber* during the last World War.

Superintendent-Engineer Arvid G. Ohlin was formerly associated with the Electric Boat Company of Groton, Connecticut, manufacturers of the Nelseco Diesel engine. His long experience and thorough knowledge of all types of Diesel engines, especially the Nelseco, make him ideally adapted in his particular capacity.

Following are the captains and chief engineers of the new trawlers: *Cobasset*, Capt. John Doran and chief engineer Elmer Dupe; *Lynn*, Capt. Karl Ohmsted and chief engineer Solomon Jacobsen; *Salem*, Capt. John Whalen and chief engineer Hans Jacobsen; *Weymouth*, Capt. Allan Foote and chief engineer Roland Styron.

Systematic Maintenance Program

The O'Brien trawlers have always had an enviable operating record. Their number of days at sea in a year is exceptionally high, and the number of broken trips is remarkably small. Further, the times when the vessels are forced to jog due to stress of weather at sea are very few over a year's period.

Such outstanding performance results in great part from having an extremely rugged vessel with excellent maneuverability. Equally important in contributing to this success is the owners' systematic maintenance program, whereby every trawler receives a routine check-up at regular intervals. Operating results of all machinery are maintained continuously. While exacting attention is given this work, the program is carried on without excessive complication. A complete stock of spare parts is kept in the Company's marine shop, and emergency parts are carried aboard each vessel.

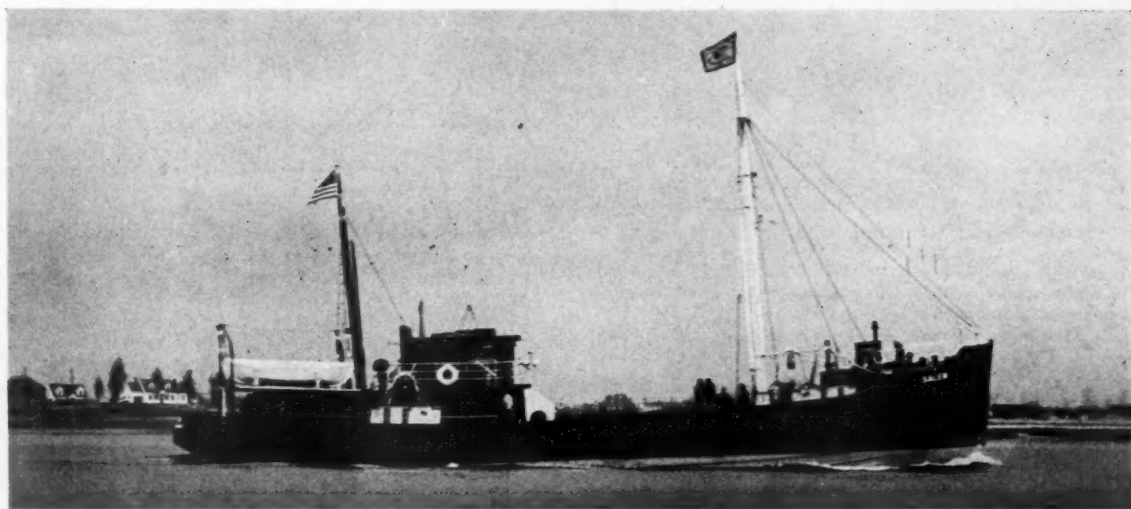
R. O'Brien & Co. maintain offices and packing facilities at 34 Fish Pier, Boston. Their plant is modernly equipped with the latest fish handling machinery, arranged to produce finest quality ocean fillets, which are cut daily. Both fresh and frosted products are packed in attractive cellophane and parchment packages under "Gold Bond" brand.

With its fleet of 11 modern Diesel powered producing units, the O'Brien Company is now the largest independent producer of ocean fish.

11 MODERN STEEL DIESEL TRAWLERS

Producing Quick Trips of

CHOICE OCEAN FISH for O'BRIEN



"William J. O'Brien" — "Dorchester" — "Quincy" — "Winthrop"
 "Thomas Whalen" — "Atlantic" — "Plymouth"

and the new

"Cohasset" — "Lynn" — "Salem" — "Weymouth"

R. O'BRIEN & COMPANY, INC.
 34 Fish Pier Boston, Mass.

Packers and Distributors of



GOLD BOND

Frosted
OCEAN---FILLETs



New Bedford - Fairhaven

JOHNN BETTENCOURT of New Bedford has bought the 80' *Neelia*, former pleasure yacht owned by the late Thomas F. Kearns of Fairhaven, Mass., and is rebuilding her as a dragger.

Mr. Bettencourt plans to install a Diesel engine in his vessel to replace the power destroyed during an explosion and fire on the yacht about two years ago. He is already at work building a new deck, repairing cracked ribs and installing a new shoe. The boat is now beached in Clark's Cove, New Bedford.

Her present owner, who has operated small craft out of New Bedford and Newport from time to time, says that his new vessel will still be called the *Neelia* when she goes over in the Spring.

Boat Yards

The Flag Fish Company of New York expects its 99' 6" dragger *Ronald and Mary Jane*, launched September 4 at Essex, Mass. to go over from Hathaway Machinery Company, Fairhaven, Mass. January 1 or shortly after.

The Hathaway yard, which has been in charge of all the new dragger's gear and machinery, had completed her propeller and shaft installation in mid-November and expected to have her 260 hp. 6-cylinder Cooper-Bessemer Diesel engine in by December 1.

Hathaway's is overhauling the 90' dragger *Vagabond* of Boston for Captain William Westerbeke and is equipping her with a new steel pilot house.

The 90' dragger *Stanley Butler* of New Bedford has a new 8-cylinder Wolverine Diesel engine, installed at Hathaway's. She is owned by Captain Olaf Anderson.

At Kelley's, Fairhaven, Mass., fishing boats up include the 85' *Doris G. Eldridge*, owned by William D. Eldridge, hauled for painting; *J. Henry Smith*, vessel of Henry Fortes of New Bedford, repairs and bottom painting; Charles Ryder's *Annie Louise* of New Bedford, re-fastening and re-caulking; and the *Nobadeer* of Nantucket, sheathing and painting.

Peirce and Kilburn of Fairhaven, Mass., have had the dragger *Alice and Mildred* of New Bedford, owned by Hill F. Warren of New London, Conn., and the dragger *New Bedford*, Robert Mitchell's vessel, up for propeller and other minor repairs.

Fishing boats hauled at Casey's, Fairhaven, for general repairs in November included: the *Etta K.*, 65'; *Newfoundland*, 92'; *Rose Jarvis*, 42'; *Cape Ann*, 90'; *Bethlehem*, 47'; *Annie L.*, 57'; *Ivanhoe*, 75'; *Richard and Arnold*, 57'; *Shannon*, 66' 3"; *Catherine and Mary*, 71'; *Harriet N. Eldridge*, *Angel*, 40'; *Alice May*, 56'; and *Anna O.*, 61'.

Cape Cod

Cape Cod boat yards have been doing a brisk hauling business as fishermen from that section prepare for Winter.

Woods Hole

In Woods Hole, Hilton's yard has hauled the 46' *Elenore K.* of Hyannis, owned by Henry Klimm of that town, and has sheathed her for ice protection. Kenneth Shepard's *Betsy C.* of New Bedford has had a paint job at Hilton's and has gone dragging in Massachusetts Bay off Plymouth, and the *R. J.* of Woods Hole, lobster fisherman owned by Harbormaster Charles Grinnell of that town, has new guard rails and paint.

The Cape Cod Marine Service, Inc. of Falmouth has painted the *Jessie Dutra* of Provincetown for Joseph Frade and is overhauling the 55' *Fannie Parnell* of Provincetown for Captain Michael Diogo.

Fish Hatchery

The annual fish-hatching work at the U.S. Fish and Wildlife Service in Woods Hole, Mass., is due to begin as usual shortly after Jan. 1, despite the fact that the Navy is taking over the Fisheries' building as a base.

Superintendent Robert Goffin says that, according to present plans, he will have breeding flounder collected from Waquoit Bay early in January. Distribution of young flounder, from the Massachusetts coast to Montauk, N. J. will begin Feb. 15 and continue into April.

Saving Small Fish

FOR many years there has been much agitation on the part of sportsmen and others to force the commercial fishermen to eliminate the destruction of small fish caught in their nets. Each time this question has been brought up the commercial fishermen have resented the suggestion that they are not conserving even though they know that some small fish were killed. The commercial man in most cases has not willfully destroyed the young fish that would eventually grow up and give him a profit, but no practical method had been developed by which he could catch the marketable fish and still return all of the young fish to the water alive. Of course various attempts have been made to regulate the catches in pound nets and haul seines by regulating the sizes of mesh that could be used. However, this has been of very little help to the commercial fishermen in Maryland as they have found from experience that as the size of mesh is increased the number of fish that gill is correspondingly increased. These gilled fish were most frequently killed or injured when removed from the nets. This led the fisherman to advocate a smaller size mesh in the pound even though he knew that it would greatly increase the amount of culling that he would have to do after he had fished his nets, but it did allow him to return some fish to the water alive.

In the past few years some commercial fishermen and the U. S. Fish and Wildlife Service have been giving considerable thought and study to the problem of releasing young fish alive, and fortunately for the fish and fishermen of this region both have devised a method that saves the great majority of young fish. Some commercial fishermen have taken a lesson from the oyster tonger. They decided to use a culling board just as the tonger uses the culling board to return his undersized oysters to the bar. The method as used by Mr. John Gumpman of Pasadena, Irving Crouch of Rock Hall, and others in the business, is merely to place a culling board across their pound boat and tie this board across the head outside of the net. When the head of the pound net is raised the fish are bailed directly to the culling board on the pound boat. There the marketable fish are sorted and transferred to the boat. The undersized ones are pushed overboard without having been handled at all. The amount of fish that survive such an operation is practically 100% except for such very weak species as the menhaden. The serious drawback is that this method is slow and tedious during rough weather or when catches consist of large quantities of different species of varying size.

The so-called "sifter method" developed in Long Island Sound by William C. Neville, of the U. S. Fish and Wildlife Service works on an entirely different principal. The "sifter" is simply a rectangular piece of netting which is attached to the cork lines of the lifting side of the pocket of the pound net. This panel of netting is drawn out fairly taut and made fast to the pound boat which is kept at a distance from the pocket by suitable mooring lines attached to the offshore poles. The pocket of the trap is lifted in the usual manner and all of the fish run over the cork line into the apron which is almost entirely submerged. The small fish are thereby run over onto the netting and sifted through a mesh of appropriate size back into the sea. The marketable fish, which are prevented from sifting through the mesh because of their larger size, are then bailed out of the sifter into the nearby pound boat, or the sifter may be raised up and the fish rolled over into the boat. The "sifter" has been used successfully in Rhode Island waters for scup and Mr. Neville found that it was successful in the releasing of butterfish and weak fish (grey trout). It is particularly suitable when the catches are running to one species as the proper size mesh can be used to allow the undersized specimens to escape.

"Shamrock" to be a Dragger

The Boston dory schooner *Shamrock*, owned by O'Hara Bros. Co., is being converted into a dragger. Among new equipment being installed is a Kinney sailing clutch of the new No. 10 Worrall-type, which features a semi-flexible oil dampening drive. The vessel is expected to be ready for fishing late in December, and will sail under command of Capt. Monroe, formerly of the *Joffre*.



RADIOMARINE MODERN EQUIPMENT

For New O'BRIEN TRAWLERS

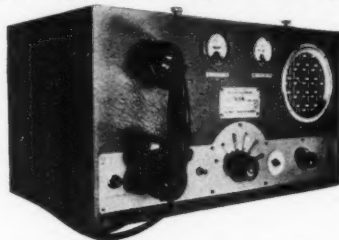
RADIO DIRECTION FINDER, Model AR-8707. A new instrument equipped with an automatic compensator, easy to operate, which permits the navigator to secure on the spot bearings on beacon stations and other vessels at will. Designed to be readily adaptable to vessels where space is at a premium.

RADIO TELEPHONE, Model ET 8012B. Comprises a complete radiotelephone transmitter and receiver with the necessary motor generators, all mounted in a single cabinet. The unit has been designed for ship-to-shore and ship-to-ship communication. A total of ten transmitting and ten receiving frequencies (channels) may be provided. An automatic "Ringer" built into the receiver permits the Coastal Harbor station to signal by ringing a bell on board. The operation of the receiver and transmitter may be controlled either automatically by the voice of the user or by a manual switch located in the handset.

RADIO TELEPHONE, Model-8021, shown below. We also manufacture this medium-power set for fishing craft. Powerful enough to provide good off-shore communication and yet economical in space requirements and power consumption, this new radio-telephone represents the latest development in the field. The radio transmitter-



receiver unit is contained in a single metal cabinet, while the power unit for the transmitter and receiver is furnished in a separate metal cabinet for installation in any convenient location.



RADIOMARINE CORPORATION OF AMERICA

A Radio Corp. of America Service

75 Varick St., New York

470 Atlantic Ave., Boston

Service Stations in all Principal Ports



**Best Wishes to
R. O'BRIEN & CO.
for Continued Success**

**V. S. CROCE
BLACKSMITH**

**Acetylene — WELDING — Electric
Fish Pier Boston, Mass.**

Cold Storage Holdings

COLD storage holdings of frozen domestic and imported fishery products in the United States amounted to 107,255,000 pounds on October 15, 1941, according to summaries released today by the Division of Fishery Industries, Fish and Wildlife Service, United States Department of the Interior, based on statistics furnished by the Agricultural Marketing Service, Department of Agriculture.

When compared with the (revised) total of 102,191,000 pounds in cold storage on September 15, this represents an increase of 5,064,000 pounds, or 5 percent. It also indicates an increase of 13,248,500 pounds, or 14 percent, over the October 15, 1940, figure of 94,006,500 pounds, and likewise an increase amounting to 22,960,000 pounds, or 27 percent, over the five-year average of 84,295,000 pounds at this date.

The quantity of fish frozen during the month ending Oct. 15, 1941, amounted to 27,498,000 lbs., which is 5,940,000 lbs. more than during the same period a year ago.

**THE RAPID SUCCESS
OF THE**

R. O'BRIEN CO.

HAS BEEN NOTABLE

**Their fast growing fleet
of eleven fine steel
trawlers indicates their
courage — also their
optimism and faith in
the soundness of the
FISHING INDUSTRY**

JOHN NAGLE CO.



The "Eleanor O", owned by Capt. Sigurd Bjorheim of Brooklyn, N. Y. She is 45' long by 10' 6" beam, 5' draft, and equipped with a 3-cylinder 60-90 hp., 8" x 10 1/2" Wolverine Diesel engine.

Long Island Clams

FOR the fourth consecutive year the Town Board of Islip has placed an item in their budget for the planting of hard clams in the waters for propagation purposes: The appropriation this year is the same as last year—\$1,000. This money is used for the purchase of and the cost of plantery of clams purchased from various places. During the four years this work has been carried on, clams have been obtained from Northport, East Hampton, Montauk, New Jersey and Massachusetts. The bringing of clams from other waters brings better results. It is a known fact that the more a bottom is worked, the likelihood there is of a set.

Along the South Shore thousands of bushels of surf clams, also known as sea or skimmer clams, are making excellent cod fish bait and are used quite extensively whenever line trawls are set. Shipments are being made to other parts for bait as they can be kept in floats and opened as required.

Cod Fish

With the arrival of November came a better run of cod fish. The size is better than usual as one in a recent catch tipped the scales at eight pounds off Montauk together with good catches of ling, whiting and black fish.

Tuna

Skippers have learned that churning for tuna is more successful than trolling at this time of the year. The tuna season has been very good; recent catches tipped the scales between 50 and 60 pounds.

Fall Fishing Very Light

The trap fishermen both on the South and North Shores report the Fall fishing very light. The warm weather, they believe, is a handicap. Priority ratings permitting repairs to commercial fishing vessels are now assured owners according to R. H. Fielder of the Division of Fishery Industries, Department 7, the Interior; it should be remembered, however, that upon these boats depend the livelihood of thousands of skippers and their crews and upon their condition depends the safety of passengers. Many skippers are encountering great hardship in obtaining simple essentials, such as anchors and cables.

Oysters

The oyster plants are reporting the warm weather much of the time, since the opening this Fall, has kept the demand low. Oysters are larger and of excellent quality. The J. & J. W. Elsworth Co. are shipping the small home packages of oysters as far as Portland, Oregon, the Middle West and other points. Last year, which was their first in the shipment of the home packages, proved very successful.

Striped Bass

Captain "Jim" Davis of Greenport, who is a very successful commercial fisherman, caught in his trap off Shelter Island a

striped bass tipping the scales between 20 and 30 pounds; Greenport fish markers report it the first striped bass of the season. Capt. Davis has also made fair catches of butter fish.

Scallops

Scallops for the first season in several years have yielded well. They have been large and of excellent quality. They are on the decrease as the demand has been heavy.

Black Fish

Skippers out of Sheepshead Bay are making better catches than usual of black fish. Hook and liners declare the season fine.

Duryea Elected Senator

The fishing industry suffered a great loss in the death of Senator George L. Thomas a few months ago. His place will be filled by Supervisor Perry B. Duryea of Montauk, who was elected recently. He is very efficiently filling the position of a Director of the Long Island Fishermen's Association. Mr. Duryea has a thorough knowledge of commercial fishing, and he knows the lobster and clam industry from beginning to end.

McClain Specializes in Shellfish

ONE of the leading seafood distributors in Philadelphia is William M. McClain, who owns a five-story building at 230 Front Street, with rear entrance at 231 Water Street. Starting in business for himself in 1934, after 15 years' experience with Ervin T. Wible, Jr., McClain has built up a substantial volume of trade.

Numerous improvements have been made in his plant, the latest of which is the addition of a cork insulated cooler and freezer, now being installed. The equipment is being placed in the basement, and consists of an 8' x 16' cooler and 16' x 16' freezer. A General Electric blower-type Freon refrigerating system will be furnished, with a 3 hp. unit in the freezer which will hold 40,000 lbs., and a 1 1/2 hp. unit in the cooler.

The McClain organization specializes in the distribution of fresh and frozen shellfish to all types of outlets in Philadelphia and points within a 100-mile radius. Products include shucked and shell oysters, fresh and frozen shrimp, snapping turtles, hard and soft clams, crab meat, live crabs, fresh and frozen scallops, live lobsters, lobster meat and lobster tails. McClain represents the Maritime Packers, Ltd., of Cape Tormentine, N. S., in handling frozen lobster meat, cellophane-packed in 14 oz. cans.

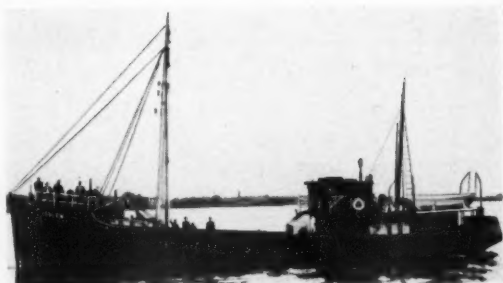
An oyster shucking department, modernly furnished with Monel washing equipment, employs five shuckers. Easy access to all floors is provided by an elevator. Seven carloads of oysters or clams can be stored in the building at one time.











Ample space is available for every operation connected with the efficient handling of shellfish products, all under one roof. Two attractively painted delivery trucks are in constant service.

McClain supplies his store customers with signs and window streamers. They feature various sales appeals such as "The Pearl in McClain's oysters is health" and "Fresh jumbo shrimp from McClain's are tasty, zestful and healthful."



Albert Brooks, left, and Harry Kessler, right, both drivers, and Olive Hettesheimer, center, office manager for Wm. M. McClain, Philadelphia, who operates the two trucks.



1929	1934	1941
  	  	   
"DORCHESTER"	"THOMAS WHALEN"	"COHASSET"
"QUINCY"	"ATLANTIC"	"LYNN"
"WINTHROP"	"PLYMOUTH"	"SALEM"
		"WEYMOUTH"

KINNEY CLUTCHES

given strong
"repeat order"

endorsement by
R. O'Brien & Co.

With a background of 12 years' experience with Kinney Clutches on three boats and 7 years' experience on three more, R. O'Brien & Co. specified Kinney Clutches for their four new boats, including the "SALEM" pictured above.

The clutches include those illustrated at right:

(top) On the main winch drive, a No. 187 Kinney Interchange Cut-off Coupling;

(middle) On the Lister auxiliary unit, a No. 1-5 Kinney Roller Type Clutch;

(bottom) The main sailing clutch, a No. 3-24 Kinney Oil Type Clutch transmitting the full 375 H.P. This clutch has a hardened steel drive gear and stub shaft drilled for lubrication.

What better proof could be offered of the satisfactory service rendered to the fishing industry by Kinney Clutches than this "repeat order" endorsement? While thanking the O'Brien Company for their continued support we also thank the many other owners who have shown us similar confidence.

We are always happy to work with Owners, Designers, and Builders in the correct selection and application of Kinney Clutches.

Dealers

GLOUCESTER, MASS.
United Fisheries Co.

NEW YORK, N. Y.
Frank Tracy, Inc.

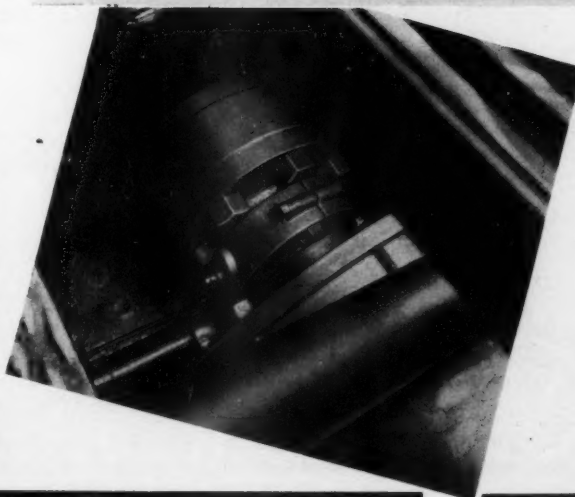
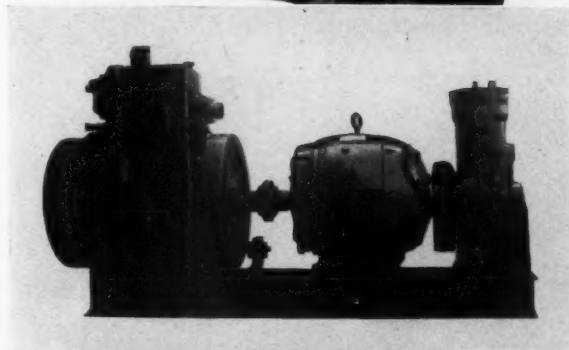
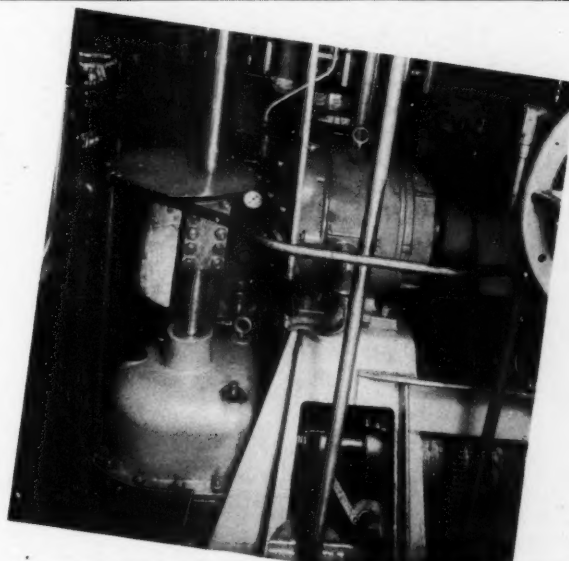
NORFOLK AND
RICHMOND, VA.
Curtis Marine Co

NEW BEDFORD, MASS.
Hathaway Machine Co.

SAYVILLE, N. Y.
Long Island Motor Wks.

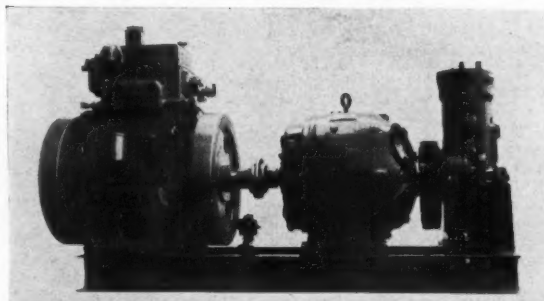
KINNEY MANUFACTURING CO.
3561 Washington Street
Boston, Mass.

KINNEY CLUTCHES



R. O'BRIEN & COMPANY ALSO SELECTS
LISTER DIESEL
 ENGINE DRIVEN AUXILIARIES
for COHASSET - LYNN - SALEM - WEYMOUTH

These plants consist of the very popular Model "CE" 2 cylinder, 16 hp. Lister Diesel engine, direct connected to a 7½ kw. Electro-Dynamic generator, and driving a Worthington water cooled air compressor by a Kinney 1-5 dry plate clutch.



Listers are now used successfully in over 60% of the New England fishing fleet.

For full particulars send for bulletin 150 AF describing Lister plants.

ENGINES BUILT BY **LISTER - BLACKSTONE, INC.** MILWAUKEE, WIS.
 Complete Plants Assembled and sold by **DIESEL ENGINE SALES & ENGINEERING CORP.** 263 Northern Ave. Boston, Mass.



ELECTRIC FISH HOIST

The new O'Brien trawlers all are fitted with New England electric worm geared fish hoists. These hoists are only 5 hp. and are available for handling loads up to 700 lbs. on a single line.

Available in both 32 volts and 110 volts. Small and compact. Base dimensions: 12½" x 27¾".



NEW ENGLAND
TRAWLER EQUIPMENT CO.

EASTERN AVE.
 CHELSEA
 MASS.

Boston Landings for October

(Hailing fares. Figure after name indicates number of trips)

Acme (4)	68,000	Maria del Sacorso (4)	38,000
Adventure (3)	235,000	Maris Stella (6)	313,000
Adventure II (3)	176,000	Martha G. Murley (1)	58,000
Alden (5)	205,000	Mary Grace (1)	45,000
Alice J. Hathaway (3)	108,000	Mary & Jennie (5)	52,000
Alphonso (4)	46,700	Mary W. (6)	289,500
American (3)	230,000	Nancy B. (4)	130,000
American Eagle (9)	283,000	Neptune (4)	376,000
Annie (6)	78,000	New Bedford (3)	149,000
Annie & Josie (7)	87,000	Newfoundland (1)	46,000
Annie II (4)	57,000	Newton (4)	456,000
Antonina (11)	309,900	Njorth (5)	93,500
Arlington (4)	531,000	Noreen (1)	75,000
Atlantic (4)	327,000	North Star (4)	382,000
Beatrice and Ida (1)	61,000	Nyoda (1)	30,000
Beatrice & Rose (2)	45,000	Ocean (3)	416,000
Belmont (3)	367,000	Olympia (4)	159,000
Bethulia (5)	270,000	Palestine (1)	43,000
Bettina (3)	169,000	Pelican (1)	51,000
Billow (3)	270,000	Plymouth (3)	258,000
Boston (2)	175,000	Pollyanna (2)	79,000
Breaker (2)	225,000	Poseidon (5)	82,000
Breeze (3)	246,000	Princess (4)	67,000
Cape Ann (1)	70,000	Quincy (1)	67,000
Capt. Drum (9)	447,000	R. Eugene Ashley (1)	43,000
Catherine Saunders (2)	39,900	Rainbow (3)	115,000
Clace B. Mitchell (5)	71,000	Raymonde (1)	79,000
Cobasset (2)	252,100	Rita B. (4)	268,000
Comber (3)	254,000	Robert and Edwin (3)	42,000
Crest (2)	259,000	Roma (4)	61,000
Dartmouth (2)	99,000	Roma II (2)	31,000
Dorchester (3)	280,000	Rose and Lucy (8)	404,000
Ebb (3)	287,000	Rose Marie (6)	416,000
Eddie and Lulu M. (9)	53,500	Rosie (4)	59,000
Eleanor (6)	301,000	Saint Ann (7)	335,000
Ethel (6)	75,000	St. George (3)	331,000
Eva II (5)	51,000	St. Joseph (10)	225,300
Falcon (2)	37,000	St. Provvidenza (6)	67,000
Famiglia (3)	116,000	Salvatore (4)	40,000
Fannie F. Hickey (2)	51,000	San Calagero (4)	151,000
Fiori and Marino (2)	31,000	Santa Maria (6)	295,000
Foam (3)	251,000	Santina D. (2)	34,000
Frances C. Denehy (3)	184,000	Sea (3)	286,000
Frankie and Rose (10)	437,000	Sea Ranger (3)	176,000
Fred Henry (6)	60,000	Sebastiana C. (5)	213,000
Gale (3)	474,200	Sebastiana & Figli (5)	67,000
Gertrude Parker (3)	174,000	Shamrock (2)	102,000
Gert. L. Thebaud (2)	93,000	Spray (2)	307,000
Gossoon (2)	171,000	Squall (3)	477,000
Grand Marshall (1)	43,000	Storm (3)	661,000
Har. N. Eldredge (4)	269,000	Surf (2)	370,000
Hekla (3)	270,000	Swell (3)	414,000
Illinois (3)	324,000	Theresa and Dan (2)	66,000
Ivanhoe (1)	32,000	Thomas Whalen (5)	469,000
J. B. Jr. (5)	140,500	Three Sisters (2)	66,000
J. B. Jr. II (4)	92,000	Tide (3)	500,000
J. M. Marshall (1)	43,000	Triton (3)	214,000
Jennie & Julia (5)	195,000	Two Pals (5)	66,000
Joe D'Ambrosio (6)	74,000	Vagabond (4)	227,000
Josephine & Mary (3)	126,000	Vandal (3)	202,000
Josephine P. (4)	92,000	Venture II (1)	57,000
Josie M. (6)	96,000	Viking (1)	45,000
Josie II (5)	61,000	Wamsutta (1)	35,000
Katy D. (1)	54,000	Wave (4)	394,000
Killarney (3)	108,000	Wm. H. Killigrew (1)	37,000
Lark (1)	68,000	Wm. J. O'Brien (4)	330,000
Laura Goulart (2)	110,000	Wm. L. Putnam (3)	171,000
Lawrence Scola (3)	95,000	Winchester (4)	419,000
Leonardo (8)	79,000	Winthrop (4)	358,000
Maine (2)	130,000		

Fulton Market Wholesale Prices

Specie	Oct. 1-11	Oct. 14-18	Oct. 20-25	Oct. 27-31
Alewives	.. ..	.01½-.01½	.. ..	.. ..
Bluefish	.02½-.30	.04-.30	.03½-.23	.10-.35
Bonito	.09-.12½	.12-.14	.14-.14	.. ..
Butterfish	.01½-.12½	.03-.14	.04-.12½	.05-.20
Codfish, Steak	.07-.15	.11-.18	.10-.16	.09½-.18
Codfish, Mkt.	.05-.08	.06-.08	.04½-.08	.04-.09
Croakers	.04½-.07	.06-.07½	.06-.07	.05½-.07½
Dabs	.06-.06½	.. ..	.05-.06	.. ..
Eels	.. ..	.. ..	.05-.14	.. ..
Flounders	.01½-.15	.01½-.18	.01½-.16	.04-.23
Fluke	.09-.16	.09-.18	.09-.15	.15-.17
Haddock	.05-.08	.05½-.08	.05-.08	.05-.09
Hake	.04-.08	.02½-.09	.01-.07	.01-.09
Halibut	.18½-.23	.25-.25	.19-.20	.19-.20
Mackerel	.02½-.20	.03½-.27	.02½-.18	.06-.20
Mullet	.08½-.08½	.06-.08	.06-.10	.05-.12
Pollock	.04½-.08	.06-.08	.04½-.06	.04-.07
Pompano	.45-.55	.09-.55	.25-.55	.45-.53
Salmon, Pac.	.22-.23	.15-.25	.15-.25	.. ..
Scup	.02½-.10	.04-.16	.01-.09	.03-.10
Sea Bass	.06-.18	.06-.20	.07-.16	.08-.18
Sea Trout, G'y	.03½-.25	.04-.25	.04-.25	.05-.23
Sea Trout, Spr'd	.. ..	.18-.25	.18-.25	.18-.23
Silversides	.01½-.02½	.01-.02	.00½-.01½	.00½-.01
Sole, Gray	.08-.14	.10-.12	.06½-.10	.08-.14
Sole, Lemon	.10½-.14	.12-.15	.12½-.15	.14-.16
Spanish Mackerel	.. ..	.12½-.12½	.15-.20	.04-.30
Striped Bass	.20-.30	.16-.30	.12-.20	.14-.30
Tilefish	.. ..	.10-.10	.. ..	.09-.10
Tuna	.02-.12½	.03-.12	.08-.12½	.. ..
White Perch	.12-.12½	.10-.12½	.. ..	.04-.05
Whiting	.00½-.10	.00¾-.07	.00½-.06	.00¾-.08
Yellowtails	.01½-.09	.04-.10	.02-.06½	.04½-.10
Clams, Hard	1.50-8.50	2.00-5.00	1.00-4.00	1.75-8.50
Clams, Soft	1.00-2.25	1.50-2.00	1.00-2.00	1.00-3.00
Conchs	1.00-5.00	1.00-2.00	.75-2.00	.75-2.00
Crabs, Hard	.40-3.50	1.25-3.50	1.00-3.00	1.25-3.00
Crabs, Soft	.40-2.00	.50-1.75	.. ..	.. ..
Crabmeat	.25-.80	.25-.70	.20-.80	.40-70
Lobsters	.15-.52	.10-.48	.15-.48	.18-.46
Mussels	.50-.75	.50-.75	.50-.75	.50-.75
Scallops, Bay	3.15-5.00	3.25-5.00	3.00-5.00	3.00-5.00
Scallops, Sea	2.07-2.30	2.35-2.45	2.24-2.50	2.55-2.55
Shrimp	.12½-.22	.14-.20	.15-.21	.12½-.20
Squid	.. ..	.10-.12½	.05-.10	.07-.10
Frogs Legs	.40-.75	.35-.55	.35-.70	.30-.50

Fish in the News

THE Fishery Council continues to furnish information which results in a great many newspaper stories on fish.

And now, in the *American Home Magazine* for November, is an article entitled "What are we doing for home defense". Mrs. Fisher, the author, who spent two days at the Council gathering material, starts the article off with a general plea for the need of healthy citizens in this country at this time of emergency, and then writes: "In the search for helpful answers to our national food problem, we thought, 'What is one of the very best sources of the necessary food elements we're talking about? What is rich in minerals and vitamins and doesn't cost a great deal?' The answer was very simple—fish". And so on for two pages of a great endorsement of fish. The article is illustrated with tempting pictures of salmon-potato casserole, baked whitefish with spiced tomato sauce, finnan haddie, and poached flounder with oyster supreme-sauce. Mrs. Fisher intends writing another article about fish in the near future. The Fishery Council keeps fish before the public in newspapers, magazines, and on the radio; and this publicity is reacting to the benefit of the industry.

SHIPMATE

The Accepted Standard in Galley Ranges

PREFERRED

For Fishing Vessels Launched This Year



LATEST ADDITIONS TO THE SHIPMATE-EQUIPPED FLEET

4 R. O'Brien & Co. Trawlers
10 F. J. O'Hara Druggers
Theresa M. Boudreau
Manuel F. Roderick
William Underwood
Annie M. Jackson
John G. Murley
Santa Gemma

Gloucester
Baby Rose
Sea Hawk
Nancy F.
Belmont
Iva M.
Noreen

4 General Seafoods Shrimpers
4 General Seafoods Trawlers
Ronald & Mary Jane
Harriet N. Eldridge
Doris G. Eldridge
Ben & Josephine
Ida & Joseph
Little Sam

SHIPMATE RANGES

Coal or Oil Burning — A Size for Every Boat

Made only by THE STAMFORD FOUNDRY COMPANY Stamford, Conn.

Vineyard Haven News

By J. C. Allen

OCTOBER in these bearings has been a second edition of September, with maybe a trifle more wind in the jib. No storms, no rain, no cold to bother anyone, but just grand, pleasant weather with an occasional breeze that snapped the kinks out of a man's whiskers.

The luck has been away ahead of average, taking things full and by and just now, we hear from one of the hands of a local schooner, that he and his mates have rounded out another month; making five, in which their lay and share has averaged better than one hundred bucks a week. Say what you please, this is good money in any language, especially if the days ashore are figured.

Bonito

Summer fish continue to hang around in these waters although the fall is more than two-thirds past according to the calendar, and maybe more than that actually. The finest bonito that a man ever sunk his molars into, have been taken in the traps. We know, by Judas, because we darned near foundered ourselves on one of the critters! Butters, scup, sea-bass and various other species are still running. We hope that nobody reads this and comes running, because a cold snap might drop at any minute and drive these fish clean to the devil and gone overnight!

Dragging Better Than Average

Dragging has been better than average all through the month, stacking up fully as good as it did during the summer, as far as quantity is concerned. Naturally there has been a seasonable change in the run, as to variety, with a slacking off of some species and an increase in others. It looks like a good fall for cod, and there has been more haddock landed than is usual at this time of year. November is normally, the heaviest haddock month in these bearings.

Inshore fishing is just fading out right at this time, mostly because of the cussed dogfish. In ordinary years the fleet would

have worked offshore before this, but the luck has remained very good in shoal water right along.

Tautaug

Vineyard boats have struck plenty of luck handlining for tautaug but some of the fleet have not fared as well. This has been partly due to the fish moving about and partly due to scarcity of bait. Some day, an enterprising gink will make a yard without a bottom and he will store up conchs and hermit crabs and winkles and sea-clams and the like during the summer, so that a man can buy a tub of bait in the fall if he needs it. A lot of these critters will die in cars, especially the hermits, but they will live all right on the bottom if they can get there.

Eels

Eels are running well and the potters have hailed good fishing thus far. There is an improvement in the size of 'em, taking them full and by, and the wild yell of "shoe-strings" will not be heard in the markets this year. Silver eels, or neshaws, not so common in other latitudes, seem to be quite plentiful this fall although no beach pots have been set as yet. The presence of these eels is known however, by the occasional one that drifts into a baited pot, which is a rarity unless there are plenty of them.

Bad Weather Causes Damage

Squalls, heavy wind and sea, combined with a dense fog, brought about one of the most calamitous nights on October 27th, that local sea-skimmers can recall in these bearings. On this night the Gloucester schooner *Hope Leslie*, bound for market with a trip of fish, opened up and foundered, a short run off the Island of Nomansland. Within a few hours, the Gay Head schooner, *Beret J.*, skippered by Capt. Walter Manning of that town, struck on the rocks of Squibnocket Point and broke up within an hour's time. She was a total loss together with eighteen thousand pounds of fish. Sometime previous to that the little Provincetown dragger *Angeline*, Capt. Charles Forrest, ran ashore on the South Side of the Vineyard, and missing a pond opening by a few feet, ran out high and dry on the beach.

New Brunswick Sardine Herring

By C. A. Dixon

WITH the usual diminution of supply of sardine herring during the fall months, higher prices for the fish caught prevails in New Brunswick and Maine, and in certain instances as high as \$21.00 a hoghead has been received for fish by weimen in Charlotte County, N. B., where sardines are caught exclusively in the late fall on the Canadian side of the line. The Maine packers advanced the price from forty cents a case to sixty cents, just before October came in, and the average price for fish is now around \$18.00 with prospects of a further advance in prices as the season draws to a close. Some of the weirs in the West Isles district, which includes Deer Island and outlying islands of the parish, are taking excellent catches of fish as November looms ahead, but of course the catches are limited to comparatively few weir fishing properties. From forty to as high as eighty and a hundred hogheads or more to a single weir have been taken on certain days, and with fish selling for good prices gross receipts are being boosted to very satisfactory heights. One weir alone has netted its owner more than \$20,000 and many weirs have "stocked" from \$8,000 to \$10,000 so far this year. The best part of things comforting to the fishermen, is the quite general distribution of catches over a large fishing area and it is believed that the total income from the sardine fishing industry in southern New Brunswick will reach the \$1,000,000 mark before winter sets in. Several weeks ago, the official statistics totalled more than three quarters of a million dollars income to the fishermen, it is noted.

Lately a new problem has arisen in regard to the sale of fish. An order in council prohibiting the export of sardine herring and herring of any kind used for canning purposes was passed in August by the Canadian government, and this has caused quite a rumpus among fishermen of New Brunswick, and also among the sardine packers in Maine who are trying to have the law in that State changed so as to permit the canning of sardines in the winter and early spring before the present legal opening date of April 15. Protests from the Maine sardine packers as well as by fishermen and others in the industry have brought about a situation which has made an international question out of the problem. As far as can be learned the export regulation was adopted by the Canadian authorities as a conservation measure. It is now believed by many that the question may be settled by a "black-out" on purse seining or other seining of sardines in Canadian waters, in the winter months. If this action is taken the Canadian factories will have to close in the winter.

Rumors circulated in Maine to the effect that Connors Bros., Ltd., seek a market for canned sardines in the United States, are without foundation. The Canadian firm sells a very small quantity of canned fish as a specialty to customers who ask for the same. The firm has no particular interest in the marketing of sardines in the United States as it can sell all the fish it can manufacture and more than the annual output in various markets of the world.

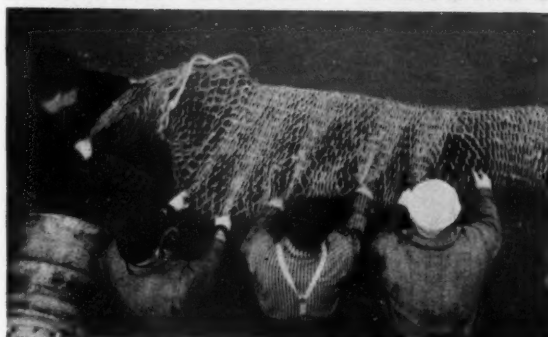
Not "Sardines" in England

Eastport and Lubec sardine canners were amazed recently to learn that Canadian sardine manufacturers are denied the privilege of selling canned sardines under the name of "sardines" in England. At the same time sardine manufacturers in the United States can and do sell canned "sardines" in the British market under the Lease-Lend Bill. It is understood that the only way Canadian sardines can be sold in the British market is under a brand something like "little fish in oil", or "canned small herring" or similar designations.

"Alpha" to Be Launched Soon

The fine new sardine carrier *Alpha*, or rather the rebuilt boat of that name, will soon be launched at Black's Harbour. The boat has been made over and remodelled by Angus Holland of Back Bay. It is understood that Capt. Frank Hurley of Leonardville, will command the new craft for Connors Bros., Ltd, which firm operates a fine fleet of sardine boats the year round.

Hauling In with GRIMSBY GEAR Means Better Catches



**Grimsby Furnishes Complete Fishing Gear
For Deep Sea Trawlers and Dragger**

Stockists:

F. J. O'Hara & Sons, Inc.
21 Fish Pier, Boston, Mass.

F. W. Wilkisson, Inc.
16 Fulton Fish Market, New York

Westerbeke Fishing Gear Co., Inc.
279-281 Northern Avenue, Boston, Mass.

John Chisholm Fisheries Co.
35 Wharf Street, Gloucester, Mass.

Mullins Fishing Gear
Pier 4, New Bedford, Mass.

**THE GREAT GRIMSBY COAL, SALT
& TANNING CO., LTD.**

Head Office and Works: Grimsby, England



combines strength with maximum corrosion-resistance

Bethanized trawler line is every bit as strong, tough and fatigue-resistant as uncoated rope. Yet every wire in bethanized trawler line is fully protected against corrosion by a vise-tight coating of 99.9+ per cent pure zinc. Why is this possible? Because a bethanized coating is applied by electricity (without the use of high temperatures) leaving the physical properties of the steel unchanged, and building up a tight, even zinc armor over every inch of the rope wire.

BETHLEHEM STEEL COMPANY



Yes!

CUPRINOL

For Fabrics

Will Prevent Mildew and Stop Its Spread

It saves your sails, life preservers, sail covers, awnings and tarpaulins from mildew, insects and decay. It is regularly used on the sails of many fine yachts. Easily applied. Insoluble in water. Will not evaporate. One treatment lasts indefinitely.

Ask your Supply House, or write us for descriptive booklets. Cuprinol is a liquid preservative first used 30 years ago on fishnets in Denmark, and now extensively used throughout the world for wood, canvas and fishnets.

CUPRINOL, Inc., 20 Norfolk St., Cambridge, Mass.



Caterpillar Appoints Burgy Eastern Sales Manager

CATERPILLAR Tractor Company has appointed W. C. Burgy as engine sales manager for the eastern division.

Mr. Burgy, who has had an interesting career in the Navy, is well known in the business world and has been affiliated with the Diesel engine field for 21 years. He pioneered development of the Caterpillar Diesel Marine Engine upon joining the Company in 1935 and has since served in the engine sales division and as district representative in Ohio, Kentucky, Michigan, Indiana and West Virginia.

Fairbanks, Morse & Co. To Build New Plant

ANNOUNCEMENT has just come from the office of Colonel Robert H. Morse, President and General Manager of Fairbanks, Morse & Co., that a "letter of intent" has been issued by Secretary of the Navy, Frank Knox of Washington, authorizing the expenditure of 5½ million dollars for a new building and additional equipment and machinery at the Beloit, Wisconsin, works of the company.

The purpose of this new plant is to triple the production of Fairbanks-Morse Diesel engines for the United States Navy.

Terms of agreement between the Navy Department and the company call for completion of the huge plant, the installation of the machinery and equipment, and a large scale production of Marine Diesels in about a year's time.

The new structure will have a length of about 660 feet and a depth of 460 feet, with a total floor space of more than 300,000 square feet.

A Rubber Flashlight

RUB-R-LITE, the new patented rubber flashlight that can be dropped on asphalt pavement from six stories and still work or can be left in water three months without damage, enters the national market this month through jobber organizations.

This amazing Rub-R-Lite is manufactured by William M. Lennan, Inc., at Pasadena, California, and comes in two-cell and three-cell sizes in either focusing or fixed-focus types. A special patented two-button snap switch is claimed to do away with the common switch problems, while the patented inside battery-case (with side opening) prevents corroded batteries from being permanently stuck. It has an aluminum plated reflector with a shatter-proof, plastic lens, and throws a clean, powerful, long-range spot.

The light is completely insulated in its molded, air-tight, one-piece resilient rubber case. It is safe for working around electric wires and has withstood a 5000 volt breakdown test. It cannot be magnetized from tool boxes, engine rooms or ships where a surrounding of metals often magnetizes and wears out batteries whether used or not. In fact, it is especially designed to withstand exceptional abuse and hard wear. The waterproof, no-slip qualities allow it to be used in rain, mud or salt water, while any change in temperature has little or no effect on the light itself.

"Fishing in the Carolinas"

SAID Clarence Cason, in 90° *In the Shade*, "it may be that ultimate truth lies in the spiritual attitude of the Southerners who are always going fishing." Philip A. Murray, Jr., presents Southern anglers with a handbook of fresh-water fishing for this region.

This discussion of fish is technically accurate; it is not science, but scientific fishing lore. The author believed that a fundamental knowledge of fish—species, anatomy, habitat, food, spawning time, etc.—was practical good sense; it enables you to get a larger measure of satisfaction from fishing, to realize with Izaak Walton that "angling is an art".

Mr. Murray died suddenly, in Spartanburg, S. C., in July, 1941. The price of the book is \$2.00, published by The University of North Carolina Press, Chapel Hill, N. C.

Donnelly Heads Buda Marine Sales

THE Buda Company announces the appointment of Norman E. Donnelly as Marine Sales Manager. Mr. Donnelly is well known in the marine trade, having just recently completed seven years with the Caterpillar Tractor Company as their Eastern Engine Sales Manager. Prior to his association with the Caterpillar Company, he was a partner for 12 years in the Dawn Boat Corporation, New York City. Two years he worked at the Donnelly Dry Dock Corporation in New York. He served two years during the war with the United States Navy. He is a graduate of Cornell University in Mechanical Engineering. Mr. Donnelly succeeds Frank Flick.

New Superior Bulletin

THE National Supply Company, Superior Engine Division, has issued a new bulletin covering the 12x15 Marine Diesel engine. This is known as type "LM", 12 inch bore, 15 inch stroke, 6 and 8 cylinders, 400 to 515 rpm.; 385 to 660 hp., vertical, 4 cycle, cold starting.

The bulletin states that the unusual capacity of this engine for continuous service under heavy load makes it especially suitable for towing, fishing, ferry and other work boats. The bulletin illustrates the engine, showing longitudinal and transverse sections, together with parts and diagrams.

F. R. Lowell

F. R. LOWELL, Manager of Engine Sales of The National Supply Company, died on October 30. Mr. Lowell was a victim of the airplane wreck on the Northwestern Lines near Fargo.

Federal Mogul Marine

BOTH change of name and change of address for headquarters of Federal-Mogul propellers is announced by the Federal-Mogul Corporation.

To avoid confusion and delay in correspondence and shipments to the factory, when the Federal-Mogul Corporation's Marine Division was moved recently, the division adopted a distinctive name. Hereafter, the new name and address will be Federal-Mogul Marine, 4033-4055 Beaufait Avenue, Detroit, Michigan.

All correspondence and any shipments on propellers and related products manufactured by Federal-Mogul Marine, such as Equi-Flex stuffing boxes and Equi-Puller propeller and bushing pullers, should be sent to Federal-Mogul Marine at this new address.

Helping Oyster Sales

THE Railway Express Agency is distributing to restaurants and stores, window streamers featuring fresh oysters; and leaflets giving express charges, and emphasizing the fact that fresh oysters can be received every day by restaurants, stores, hotels, and clubs, and pointing out that new rates are available on lots of less than 20 gallons, making possible frequent small shipments.

W. A. Taylor and Company are distributing table cards featuring oysters and lobsters with Guinness Stout, and a quotation in favor of oysters from a letter written by Disraeli in 1837.

The Oyster Institute in its Buyers' Bulletin features the part oysters play in the Thanksgiving dinner, and furnishes many suggestions to help advertise and sell oysters.

New Conveyor Catalog

THE Cambridge Wire Cloth Company, Cambridge, Maryland, has published a new catalog, "Cambridge Conveyor Belts", for the conveying and treatment of industrial products. The new catalog contains 140 pages, fully illustrated, and one section is devoted to the food industries, including sea food, canneries, and quick freezing. There are chapters on processing industries, conveyor design, installation and operation, tensile strengths and full scale illustrations, all of interest to the plant engineers.

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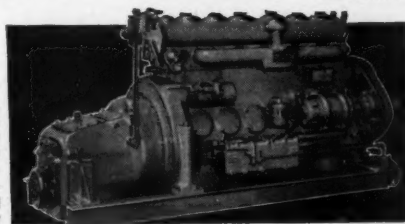
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